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NINTH ANNUAL REPORT

OF THE

BOARD OF TRANSPORTATION

FOR THE

YEAR ENDING JUNE 30, 1895.

STATE OF NEBRASKA.

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OFFICE OF THE BOARD OF TRANSPORTATION OF THE STATE OF NEBRASKA,

LINCOLN, December 1, 1895.

HON. SILAS A. HOLCOMB, *Governor of the State of Nebraska,*

DEAR SIR: We herewith submit the annual report of the Board of Transportation for the year ending June 30th, 1895.

The extreme and unprecedented dry weather prevailing not only in this section but also in the surrounding states during the summer of 1894, whereby the yield of farm products was reduced to a minimum, caused a corresponding decrease in the railroad business in this state. Very little grain has been shipped out during the past year, and no more products brought in than were absolutely necessary to supply the urgent needs of the people. A glance at the reports of the different railroads doing business in this state shows a large falling off of their receipts during this period, and that in order to meet this decrease the railroads have reduced their operating expenses to as low a figure as is consistent with safety in carrying on their operations. The decrease in the number of employees alone has been very great; for instance, on the Chicago, Burlington & Quincy system their entire line, containing something like eight thousand miles of road, shows eight thousand less employees on June 30, 1895, than on June 30, 1894; and the Chicago, Rock Island & Pacific Railway Company had employed on its entire system of four thousand four hundred ninety miles, in 1893, thirteen thousand five hundred thirty-four men, while for the year ending June 30, 1895, with the same mileage, they employed but nine thousand eight hundred seventy-seven men. Nebraska, of course, received its portion of employes discharged. There has been no increase in the equipment of the roads; in fact, the equipment being hardly kept up in the number of cars to what it was in 1894.

There has been no change in the number of miles of road in the hands of receivers since our last report. The only change is that in which the receivers of the Union Pacific Railway system, holding and operating that property, has been changed in this respect: The property of the Union Pacific Railway Company first went into the hands of the receivers by virtue of a suit instituted by one of the stockholders of that road. In January of this year some of the first mortgage bond-holders brought suit to foreclose the mortgage given to secure the payment of their bonds, and the same receivers were appointed to operate and control said road as were appointed in the first instance; *i. e.*, S. H. H. Clark, Oliver W. Mink, E. Ellery Anderson, John W. Doane, and Frederic R. Coudert. The St. Joseph & Grand Island railroad, being a part of the property in the hands of these receivers, seems to have been separated from the balance of the property and ordered to be sold, the sale to take place some time this next winter. What will be done with the rest of the property seems to be a question that is extremely difficult for congress and all parties interested to solve. There will, undoubtedly, be some legislation during this session of congress looking towards the solution of this problem.

MAXIMUM RATE CASES.

The legislature at its last session appropriated the sum of $25,000 for the purpose of paying the expense already incurred and to be incurred in the proper defense of the maximum rate cases. As has been already reported, the circuit court of the United States for the district of Nebraska entered a decree perpetually enjoining the enforcement of the rates provided in the maximum rate law on the ground that the rates therein prescribed were unreasonably low. From the decision of this court an appeal was taken to the circuit court of appeals for the eighth circuit. That court held that it had no jurisdiction in the matter, and that the proper court to try and determine the appeal from the decisions of the circuit court in these cases was the supreme court of the United States. The proper proceedings were taken to immediately carry the cases to this latter

tribunal, and on August 3d last the three cases were filed in the office of the clerk of the supreme court of the United States. There has been a motion prepared and filed in each of the cases to have it advanced on the docket, and the indications are that all of these cases will be finally submitted and determined at this term of the United States supreme court.

TRANSFER SWITCH CASES.

There are a number of cases pending before the Board at the present time awaiting the final decision of the supreme court of this state regarding the constitutionality of the transfer switch law. Suits were instituted in the district courts of Colfax county and of Holt county to enforce the provisions of that law. The district courts of these counties held that the law was unconstitutional, in that it was an amendment to section 113 of the Revised Statutes of the state of Nebraska. The cases were taken to the supreme court of this state and argued and submitted at the September term. No decision, as yet, has been handed down by the court.

Owing to business depression, caused by the failure of crops and the stringency of the times, there has been comparatively few complaints filed in this office against the various railroad companies. There have been a number of verbal complaints made to members of the Board, who have, without a single exception, without resorting to formal or legal procedure, succeeded in having matters adjusted. These matters have not been made of record, but nevertheless they very frequently have involved important questions. With the return of business prosperity and the successful raising of a crop, business in this office will undoubtedly increase, and especially if the transfer switch law and the maximum rate law are held valid, this Board will have its hands full in adjusting the different questions that will arise from the enforcement of either of these laws.

WAREHOUSE DEPARTMENT.

This department has labored under two serious difficulties during the past year. The greatest of which was the failure to raise good

crops in certain parts of the state. The other was defects in the present warehouse law, which the legislature failed to remedy so the object sought by the law could be carried out and the benefit expected could be realized. As the law is now, the operations of this department are almost confined to the larger cities, such cities as where a warehouse of Class "A" can be located. At no time since this law has been in force has a warehouse of Class "B" been licensed, when, as a matter of fact, the promotion of warehouses of that class was undoubtedly the object aimed at by the framer of the law. At present, as the law stands, it takes a petition of two or more warehousemen of Class "B" of the same county or city to authorize the appointing of a grain inspector for that locality. This is a defect that has prevented the licensing of several warehouses in the smaller towns, at places where the producer could haul his grain and store it, using the receipts to either hold or sell the grain. This undoubtedly was the main object of this law, yet, owing to these defects, such results have not been attained as were anticipated. The present law should be so amended that warehouses could be licensed to do business at any place,—that is, in the discretion of the Board a proper and convenient point; also to provide for only one chief grain inspector, with such assistants at such points as will be necessary. In this way inspection can be provided at all points where needed. Such inspection will also be uniform and will thereby tend to establish the different grades of grain, and also to have our inspection better recognized and acknowledged in other places. Even as it is, our inspection has been recognized by foreign buyers, especially when the grain has been inspected by the same person.

The law should also provide for all the officers in this department to be appointed by the Board. As it is, the Board appoints all of them except the chief grain inspectors, who are appointed by the governor; and it has happened since the existence of this law that it would have been conducive to the successful and economic carrying out of this law if the appointing, removing, and controlling power had been centered in one body. We also desire to suggest that, in our opinion, it would tend to promote the objects

contemplated by this law if the banking law of this state was amended in this respect; that the fifteen per cent reserve required of banks in cities and villages of less than 25,000 inhabitants be increased to twenty-five per cent, with a provision that two-fifths thereof may be represented by warehouse receipts for grain when accompanied by insurance, on the grain to the amount of such insurance, provided it does not exceed the local price of such grain.

We will take the liberty in our next report of submitting to you a draft of a law that we think will remedy the defects discovered in the present law, and that will better allow of the reaping of the benefits desired.

Respectfully submitted.

EUGENE MOORE, Auditor of Public Accounts,
Chairman,
J. A. PIPER, Secretary of State,
J. S. BARTLEY, State Treasurer,
A. S. CHURCHILL, Attorney General,
H. C. RUSSELL, Commissioner of Public Lands and Buildings,
Board of Transportation.

W. A. DILWORTH,
J. W. FARRELL,
J. R. SUTHERLAND,
Secretaries.

DECISIONS.

DECISIONS.

No. 262.

R. W. Stevenson
v.
Burlington & Missouri River Railroad Company in Nebraska.

Complaint was filed July 7, 1894, setting forth that complainant is damaged by reason of the overflow of his land caused by the lack of drainage under the road-bed of defendant's line of railroad. This matter was taken up personally with the superintendent of the railroad company and adjusted to the satisfaction of complainant.

No. 263.

Dakota County
v.
Chicago, St. Paul, Minneapolis & Omaha Railroad Company.

The petition was filed July 25, 1894, asking that defendant railroad company be required to construct and maintain a wagon road crossing over its line of road where the said wagon road is laid out by the county authorities for road district No. 17 across said railroad.

A regular summons, together with a copy of the complaint, was served upon the railroad company, and in answer thereto the railroad company set forth that said wagon road was never properly and legally laid out across said railroad track; that the line of railroad adjoining was built long prior to the location of said wagon

road; that in laying out the road across defendant's railroad track and right of way the county authorities had never caused to be determined the amount of damages accruing to defendant railroad company by the taking of part of its right of way for the use of said wagon road, and that no damages therefor had ever been paid.

After several continuances, a hearing was had at Emerson, Dakota county, September 14, 1894. Present, Secretaries Dilworth and Kountz, on the part of the Board; Wm. P. Warren, county attorney, for the plaintiff, and J. B. Barnes, attorney for the defendant. The testimony of numerous witnesses was taken and a recess had for a couple of hours for the purpose of inspecting the crossing. After the inspection, propositions for compromise and a change in the location of the road where it crosses the railroad track were suggested and taken under advisement by the parties; and, at the request of both sides, further proceedings were stayed until it could be ascertained whether a final and satisfactory adjustment could be made without proceeding to a final determination by the Board.

June 12, 1895, there was filed in this office the following stipulation and agreement of settlement of this case:

"Whereas, the defendant, the Chicago, St. Paul, Minneapolis & Omaha Railway Company, has purchased fifty feet of ground adjoining its right of way on the south side of its tracks, extending in a southwesterly direction from the line of the Campbell road, to-wit, the road in question in this case, and from the point where the Campbell road, the road in question herein, crosses the line of the defendant's railroad at Nacora, Nebraska, about 800 feet, and has also purchased a strip of land 100 feet wide, adjoining its right of way on said north side of its said line of railroad extending from the said line of the Campbell road, aforesaid, in a southwesterly direction 800 feet or thereabouts;

"And whereas, the said defendant has put the said land in proper shape and condition for a road from the line of the said Campbell road southwesterly to the distance of about 800 feet on both sides of its railroad track, and has constructed and maintains a proper and suitable public crossing at the said point, 800 feet or there-

abouts southwest of the said line of the said Campbell road where it crosses the defendant railroad;

"And whereas, the same has been accepted and is used by the public as and for a county road and a public crossing over the defendant's line of railroad southwest from the point where the Campbell road crosses the line of the defendant's railroad at Nacora, Nebraska, and as a part of said road;

"And whereas, it is agreed that the said change of road and public crossing shall be accepted by the said public, the plaintiff herein, in place of the overhead crossing or viaduct petitioned for in this action:

"Now, therefore, it is stipulated and agreed by and between the parties that the said Chicago, St. Paul, Minneapolis & Omaha Railway Company shall, and does hereby, dedicate and convey the right of way and easement as and for a public road over the lands hereinafter described, to-wit, a strip of land 50 feet wide on the south side of its right of way at the above mentioned point and adjoining the said right of way on the south, extending to the said public crossing above mentioned; and a strip of land on the north side of its right of way and adjoining thereto at said point, 50 feet wide, extending from the said crossing in a northeasterly direction to its intersection with the original line of the said Campbell road, together with all and singular the lands and appurtenances at and comprising the said public crossing above mentioned, to the said county of Dakota and the public thereof for the purposes of a public road forever.

"It is therefore agreed on the part of the said plaintiff, by and through its attorneys herein, that the said plaintiff, to-wit, Dakota county and the public thereof, does hereby accept such dedication and hereby authorizes the Board of Transportation herein to make its formal order declaring the said Campbell road changed at the point in controversy in accordance with the stipulations and agreements and the facts herein; and that the dedication of the said land above mentioned, together with the public crossing and the construction and maintenance thereof by the defendant, shall be accepted by the plaintiff herein in place of the overhead crossing petitioned for in this suit."

It is therefore considered, ordered, and adjudged by the Board of Transportation that the defendant railroad company, the Chicago, St. Paul, Minneapolis & Omaha Railway Company, has dedicated to the use of the public for a wagon road the following described land, to-wit, a strip of land fifty feet wide on the south side of its right of way, extending in a southwesterly direction along said line of right of way for the distance of about eight hundred feet from where the road, known as the Campbell road, originally crossed and was intended to cross said line of railroad; and also said railroad company has dedicated a strip of land fifty feet wide on the north side of its right of way, extending from the point where said Campbell road was intended to cross said line of railroad eight hundred feet in a southwesterly direction along said north side of its right of way and adjoining thereto; and that a crossing be made and maintained at said point eight hundred feet in a southwesterly direction from said original crossing of said Chicago, St. Paul, Minneapolis & Omaha road.

No. 264.

W. S. Mattern
v.
Burlington & Missouri Railroad Company.

This was an informal complaint filed November 25, 1894, setting forth discriminations in charges on shipments of stock cattle. The matter was taken up personally with the railroad company and settled satisfactorily to all parties interested.

No. 265.

In re Wagon Road Crossing on the line of road of the Omaha & Republican Valley Railway Company at Holmesville, Gage County, Nebraska.

The attention of the secretaries was called to this crossing, and, after an investigation personally made by Secretaries Dilworth and

Kountz, the following findings of facts and recommendations were made by the secretaries of this Board and served on the defendant railroad company on the 31st day of December, 1894, to-wit:

"I.

"That Holmesville is a village of about three hundred inhabitants, situated on the east bank of the Blue river, nine miles south of Beatrice, and five miles north of Blue Springs, in Gage county, Nebraska, and is quite a trading point for farmers living in that vicinity, both on the east and west side of said river, and that the county road in question furnishes the only bridge crossing over the Blue river between Beatrice and Blue Springs; that there is a large flouring mill in said village of Holmesville that is patronized and used by the farmers of that vicinity.

"II.

"That the Omaha & Republican Valley Railway Company's line of road runs through said village of Holmesville on the east side of the said river and along the bank thereof.

"III.

"That the county has duly laid out and established a road running east and west across said Blue river and said railway track at the village of Holmesville, and that where said wagon road crosses the river the county has constructed an iron bridge about one hundred and fifty feet in length, the east end of which bridge comes within twenty-five feet of the west rail of said railway track, and is about six feet higher than the top of said rail, making a very abrupt descent onto the track, and then as abruptly ascending the hill on the east side of the track, and that it is impossible for a team to turn either to the right or to the left after getting onto the bridge until after it crosses the railway track coming from the west; that at the crossing the railway from the south descends a very sharp grade, and about forty rods to the south it makes a very sharp turn around the bend of the hill, and that there are trees on the right of way of said railway on the west side of said track obscuring the view of any one approaching from the west, and that a mill, and

the bend in the hill, as aforesaid, obscures the view of any one coming from the east to said crossing; and we find, from the nature of the ground and its locality, and the construction of the railway, that said crossing is a very unsafe and inconvenient crossing.

"IV.

"We further find that it would make a much safer and more convenient crossing, in fact a reasonably safe crossing for one that is on grade, if the track was raised three feet, commencing at a point thirty rail lengths north of the east end of said bridge, with a gradual raise until the maximum of three feet is reached at the east end of the bridge, and then with a gradual descent for thirteen rail lengths south; that it would not only make the crossing safer and more convenient, but would also make the railroad track safer by raising it comparatively above high water mark; that said tracks have been overflowed by the Blue river as they now are, and that it would add to the safety of the traveling public, both those using the railway and those traveling on the trains, if the trees on the west side of the right of way of said railway were cut down for eighteen rail lengths south of the east end of said bridge.

"V.

"We find that the cost of making these improvements, to-wit, the raising of the track and the cutting down of the trees, would not exceed the sum of three hundred fifty dollars.

"RECOMMENDATIONS.

"We would therefore recommend that an order be made by the Board of Transportation of the state of Nebraska directing the Omaha & Republican Valley Railway Company, and the receiver in charge thereof, to immediately proceed to raise the grade of said railway at said wagon crossing, commencing thirty rail lengths north of the east end of said bridge, with a gradual raise until the maximum of three feet is reached immediately at the crossing of said wagon road, and thence decreasing to a point thirteen rail lengths south of the east end of said bridge, and to cut down the

trees on the west side of said right of way, for eighteen rail lengths south of the east end of said bridge."

The foregoing findings and recommendations were served upon the defendant railroad company and the receivers thereof; and, afterwards, the defendant railroad company, through its general manager, E. Dickinson, and its receivers, S. H. H. Clark, Oliver W. Mink, E. Ellery Anderson, John W. Doane, and Frederic R. Coudert, answered by saying:

"First—The defense allege that the order and findings were not sufficient in law to furnish ground for a cause of action or complaint against said respondents.

"Second—That the nature of the pretended grievance, set out in said order and findings, is one in which the Board of Transportation had no jurisdiction.

"Third—That since the notice and order were served upon respondents, they have caused the said railway track, bridge, and premises referred to therein, to be carefully examined by their division superintendent, and that according to such examination it would cost, at least, $3,546.60 to make the alterations and changes required by said order; that the necessity of making such change is the result of the erection of said mill-dam mentioned in the report of the investigation made by their division superintendent, and that by reason of their making such change it becomes necessary to erect and maintain a wall, not only for the purpose of the grade, but also to protect the flume and water wheel of the mill located along said stream; and further submit that the special cost of making such change is the result of the erection and maintenance of said mill-dam, and insist that the cost of doing such work should be adjusted and apportioned between the owners of said mill and mill-dam and said Gage county and the respondents; and further ask that the county of Gage and the owners of said mill and mill-dam be made parties to this proceeding, and that the time and place be determined by the Board as to when and where proof in regard to the matters submitted in said answer may be furnished."

A copy of the answer of the railroad company and the receivers thereto was forwarded to the county attorney of Gage county, who

thereupon requested time until after the board of supervisors of that county could meet and determine as to what they desired to have done. The case was thereupon continued until such time as the secretaries might fix after hearing from said county attorney, notice of the further proceedings to be given to the parties interested.

No. 266.

Wm. Ashby
v.
Kansas City & Omaha Railroad Company.

Petition filed January 31, 1895.

This is an action brought by the plaintiff against the defendant railroad company and its receivers for the purpose of compelling the defendants to reopen and maintain a depot at Spring Ranch Station, in Clay county, Nebraska, on the line of defendant road running west from Fairfield, Clay county, to Alma in Harlan county.

The facts, as developed upon the trial of this case, show that the defendant railroad company was incorporated in 1886, and by amended articles of incorporation, filed during that year in the office of the secretary of state, it was authorized to build, construct and operate a line of railroad from the point near the town of Fairfield, Clay county, Nebraska, to said town of Alma; and also to receive aid by the way of donations, bonds, land and other property, to help it in the construction of its said line of road.

Spring Ranch precinct voted aid in the way of bonds for the construction of said road, into and through said precinct, in the sum of seven thousand dollars. The bonds were voted upon, the conditions distinctly and expressly set forth in the petition for an election to vote the bonds, and in the notice of election, that the said bonds should be issued to the said railroad company when said road should be built and completed and be in operation from and near the town of Fairfield, in said Clay county, to the west line of Adams county, Nebraska; and further, that said railroad should

be built and in operation on or before the 31st day of December, 1887; and further, that said railroad company should build and forever maintain a depot and station within 2,640 feet of the Spring Ranch flour mill in said Spring Ranch precinct.

The road was built, and was operated to the west line of Adams county by the time specified, and a depot was built within the territory specified, an agent placed thereat, and ever since the first opening of said station, some time in 1887, it has been conducted as a regular open station, with the exception of a few weeks two or three years ago, when it was closed temporarily, but on complaint to this Board was reopened by the company.

The bonds were delivered to the general solicitor of the defendant railroad company, who had them registered in the state auditor's office, and the precinct has ever since been paying the annual interest thereon.

On or about the 13th day of October, 1893, all of the property and franchises of the defendant railroad company was placed in the hands of the receivers appointed by the circuit court of the United States in and for the district of Nebraska, in an action therein pending, and yet undetermined. What the nature of this action is, and what the objects it seeks to accomplish are, was not shown in this trial. Ever since the 13th day of October, 1893, said receivers have had control and possession of all the rolling stock, road-bed, and in fact all other property of said defendant railroad company, and have ever since that date been operating said line of road.

On or about the 1st day of September, 1894, said receivers removed the agent from said Spring Ranch Station, closed up the building, and ceased to keep said point as an open and regular station. The evidence also shows that, so far as the actual furnishing of facilities is concerned, there is not a great deal of difference between the way said station is kept at the present time and when it was an open station, more a matter of inconvenience than lack of facilities; that all freight shipped to said station must be prepaid, and all freight shipped from said station must be delivered at the train, and that passengers from said station must pay upon the train;

that there is only one train each way on week days, and that a mixed one; that it is very irregular in its time, and that the fact of its irregularity causes a great inconvenience to people who desire to ship freight or travel on said road; that the train makes regular stops thereat as formerly; and that another inconvenience is want of telegraph facilities.

We are met at the outset of this case with several important and complicated questions.

First—As to the jurisdiction of this Board to make an order to the receivers appointed by the federal court.

Second—As to the jurisdiction of this Board to compel the compliance by a railroad company with an agreement entered into by it with another party regarding the operation of a road.

Third—The effect of the agreement, as set forth hereinbefore, in this, whether it is such an agreement as comes within the statute of frauds, not to be performed within a year and not signed by the party to be bound.

Fourth—As to whether the building of a depot building and afterwards abandoning the occupancy of it is a compliance with an agreement to build and maintain forever a depot at a certain place; that is to say, whether the terms of the agreement, hereinbefore set out, contemplated that a station or depot mentioned therein was to be one equipped with all the necessary furniture pertaining to an open station, and an agent or operator be stationed and kept thereat.

Fifth—The power and authority of receivers to adopt and carry out contracts of the company entered into before the receivership, and a right of the opposing party to compel such compliance.

As to the first proposition, whether this Board has jurisdiction to make an order to the receivers appointed by the federal court, prior to 1887, it is questionable whether a proceeding could be had against receivers in any court, or action, without first obtaining leave of the appointing court. To remedy such defects to the end that justice might be done speedily, without the trouble and expense of applying to the appointing court for leave to bring suit against receivers, congress passed the following law in regard thereto:

"Section 3. That every receiver or manager of any property, ap-

pointed by any court of the United States, may be sued in respect to any act or transgression of his in carrying on the business connected with such property without the previous leave of the court in which such receiver or manager was appointed, but such suit shall be subject to the general equity jurisdiction of the court in which such receiver or manager was appointed, so far as the same shall be necessary to the ends of justice." (Vol. 24, page 554, United States Statutes at Large.)

There can be no doubt that this Board has jurisdiction to make an order upon receivers appointed by the federal court in all matters touching the operation of said road, the same as though no receiver has been appointed. The rule seems to be, under this statute, that in all matters wherein it is sought to deprive the receiver of the control or the possession of the property placed in his charge, then leave of the court appointing him should first be obtained; but where the action seeks only to deal with his actions, or with his control of the property, without seeking to deprive him of the possession, then suit may be brought directly without leave of the appointing court being first obtained.

As to the second question, as to whether this Board has jurisdiction to compel compliance by the railroad company with an agreement entered into by it with another party, regarding the operations of the road, we say:

That, ordinarily, this Board has not such jurisdiction; but this case seems to be an exception, in this, that the defendant railroad company built and operated its line of road through Spring Ranch precinct. A railroad contemplates all these things that are necessary for the proper carrying out of the objects of the corporation,—the road-bed, rails, ties, and necessary rolling stock,—and as necessary as all of these are depots.

The defendant company being organized for the purpose of building and maintaining a railroad, it will be conclusively presumed that all necessary facilities for the carrying out of the objects of its creation were contemplated. This, of course, includes the different stations and depots along the line of road. As we look at it, the proposition submitted by this company to the people of Spring

Ranch was not that the company would establish and maintain a station that otherwise would not have been established and maintained, but that it was simply agreed with the people of that precinct that in consideration of the voting of the seven thousand dollars in bonds, the people of that precinct should determine the location of such depot. It was not an extra depot that was to be furnished, simply the location of one of its regular stations. Such being the case, we believe this Board had jurisdiction to make a proper order herein.

Regarding this third proposition, as to whether an agreement entered into by the Kansas City & Omaha Railroad Company on one side, and Spring Ranch precinct upon the other, comes within what is termed the statute of frauds, we have this to say: This contract, so far as Spring Ranch precinct is concerned, has been executed upon its part, and we think that at the most, under such circumstances, the contract can only be a voidable one, not absolutely void, and in order to be voided, that it becomes necessary for each party to be placed in the same position as they were before the contract was entered into; in other words, before the Kansas City & Omaha Railroad Company, or its receivers, can avoid this contract, it would be necessary for them to repay Spring Ranch precinct the seven thousand dollars in bonds of said precinct.

In regard to the fourth proposition, as to what was contemplated by the words "depot" or "station" in the before-mentioned contract, we will say that it is our opinion that it meant what is termed an open station,—that is, a building furnished with the usual furniture pertaining to a station or depot, with an agent in charge,—and that a vacant depot building alongside the right of way of a railroad does not comply with the terms of the contract to build and maintain a depot at such place.

The fifth proposition, that is, the power and authority of receivers to adopt and carry out the contracts of the company entered into before the receivership, and the right of any one interested to compel such compliance, we have this to say: This opens up a very close and interesting question, one that will bear investigation, one that, seemingly, courts have differed upon; but a careful research

of the authorities bearing upon this questions leads us to the opinion that where receivers adopt part of a contract, they are thereby bound by the full terms thereof and must carry out all of its provisions. Now, in this case, it seems to us that the contract was as follows: That the road should be built and operated with all the necessary equipment and facilities usual to the operation of a railroad, and that a portion of the facilities contemplated by the operation of the road was to be furnished and maintained at Spring Ranch precinct, and in consideration of the foregoing, Spring Ranch precinct furnished to said company to aid in the construction and equipment of its line of road, including the furnishing of the usual facilities for the road, the sum of seven thousand dollars in bonds. Undoubtedly part of this agreement is being carried out by the receivers to-day, and we believe that the law will compel the carrying out of the entire agreement.

We, therefore, make the following findings and recommendations:

First—We find that the Kansas City & Omaha Railroad Company is a domestic corporation of the state of Nebraska; that it built a line of road from a point near Fairfield, Clay county, Nebraska, into and through Spring Ranch precinct, in said county, and on, westerly, to the city of Alma, in Harlan county, Nebraska.

Second—That the precinct of Spring Ranch voted the sum of seven thousand dollars in bonds of said precinct to aid in the construction of and the equipment of said road, and that in consideration of said bonds said precinct was to have the right of determining where a portion of said road was to be built and maintained.

Third—That the bonds so voted were delivered to the Kansas City & Omaha Railroad Company, and that upon the part of said railroad company it did build and construct its road according to the terms of said agreement.

Fourth—That on or about the 13th day of October, 1893, all the property of said railroad company was placed in the hands of receivers in an action instituted in the federal courts, which action is still pending and undetermined, and that ever since that date said line of railroad has been operated by said receivers.

Fifth—That on or about the 1st day of September, 1894, said

receivers ceased to operate and maintain a portion of the appurtenances of said road located at Spring Ranch precinct, therein constructed in accordance with and by virtue of said contract; that is to say, they removed the agent from said depot and ceased from that date to maintain said depot as an open station.

Sixth—We find that the business transacted at Spring Ranch station for some weeks prior to the closing thereof did not demand an open station, but that at the present time it does.

We would, therefore, respectfully recommend that the following order be adopted by this Board:

It is hereby ordered, adjudged, and decreed that the Kansas City & Omaha Railroad Company, and S. H. H. Clark, Oliver Mink, E. Ellery Anderson, John W. Doane and Frederic R. Coudert, receivers of said company, immediately reopen said station of Spring Ranch, place an agent thereat, and in all things conduct said depot as an open station.

A copy of the above findings and recommendations were duly served upon defendant, the Kansas City & Omaha Railroad Company, and S. H. H. Clark, Oliver W. Mink, E. Ellery Anderson, John W. Doane and Frederic R. Coudert, receivers.

No. 267.

The State of Nebraska, ex rel. Richard Hogeboom,
v.
The Chicago, Burlington & Quincy Railroad Company.

The petition in this case was filed in the office of the Board of Transportation on the 13th day of March, 1895, and sets forth:

"First—That the defendant railroad company is a corporation organized under the laws of the state of Illinois and doing business as a railroad company within and under the laws of the state of Nebraska.

"Second—That the defendant owns and operates various lines of railroad in the state, one of which is a line running from Omaha,

Douglas county, through the county of Sarpy to Plattsmouth, Cass county; that the town of La Platte, in Sarpy county, is located upon said line of railway, and is intermediate between the village of Bellevue, on the north, and the city of Plattsmouth, on the south; that Bellevue is six miles from La Platte and that the city of Plattsmouth is an equal distance from said town of La Platte.

"Third—That said latter line of railroad was built and operated by the Omaha & Southwestern Railway Company, a domestic corporation of this state, and that said line was constructed in 1871 through the town of La Platte, and that said Omaha & Southwestern Railway Company constructed and opened a passenger depot in said town of La Platte, and its successors, the Burlington & Missouri River Railroad Company, have continued and maintained said depot for the use and accommodation of said citizens of La Platte, continuously, from the time of its construction until on or about the first day of January, in the year 1895.

"Fourth—That the right of way for side tracks and depot purposes was granted to the Omaha & Southwestern Railway Company by the land owners within the town of La Platte in consideration only of the erection and maintenance of a depot within the limits of said town for the use and convenience of its citizens and the inhabitants of the surrounding country.

"Fifth—That the Burlington & Missouri River Railroad Company in Nebraska was the successor of the Omaha & Southwestern Railway Company, and that the Chicago, Burlington & Missouri Railroad Company is the lawful successor of the Burlington & Missouri River Railroad Company in Nebraska, and as such successor is subject to all the rights and obligations of its predecessors.

"Sixth—That the town of La Platte has a population of about two hundred and fifty people; that it has a post-office and is a business center for the southeastern portion of Sarpy county, and has three general merchandise stores and one large hotel; that it has a large, populous and wealthy agricultural community contiguous thereto; and that it is a shipping point for stock and farm products, and that a large number of cars of stock, farm products, and other freight is annually shipped from and to said station; that said sta-

tion is also a passenger station and that a large number of passengers is carried annually from and to said station; that the people of La Platte and of the surrounding community contiguous thereto have been for a long period of years thus served and accommodated by the use and convenience of the said depot and station and have acquired valuable interests in property and lands because of the railroad accommodations at that point, and because they believed that said accommodations would be maintained by the defendant.

"Seventh—That the station was closed by the defendant on or about the 1st day of January, 1895, and that it has failed, refused and neglected to serve the people of La Platte and vicinity by the transportation of freight and passengers to and from said station; that demand to reopen said station has been made and refused.

"Eighth—That the closing of said station and the refusal to accommodate the people at that point by the said defendant is detrimental to the town of La Platte and the surrounding community; that the value of town property and farm lands has become depreciated, and will continue to depreciate, because of the lack of proper and usual railway service at that point.

"Ninth—That the defendant, in the proper exercise of its franchise, is bound to so conduct its business as to accommodate the public along the line in a reasonable manner, and to that end must stop its trains for the receipt and discharge of passengers and freight, and to build and maintain the necessary depot, switches, etc., for the accommodation of business at centers of trade and population through which its line of road passes, and that by reason of the defendant's refusal to maintain an open depot at the town of La Platte it is acting in contravention of its franchise and is wholly failing to perform the solemn duties and obligations for which it was created."

And prays that the defendant be compelled to reopen and maintain a station at said town for the receipt and transportation of passengers and freight, and that it maintain an operator in said depot for the full and proper accommodation of the public at that point, and to conform to the requirements of the law.

A certified copy of the petition was duly served upon the defend-

ant, with the usual notice and requirement that it satisfy the demands of said petition or to show cause to this Board on or before the 25th day of March, 1895, why said order was not complied with. Upon request of the defendant the answer day was continued until April 20, 1895.

April 16, 1895, the defendant filed its answer to the petition of the plaintiff, and, after admitting that it is a corporation as set forth in the petition, and doing business in the state, and that it is the owner and operator of various lines of railroad in this state, and of the line running from Omaha to Plattsmouth through La Platte, as set forth in plaintiff's petition, says that the fact is that the town of La Platte is a settlement of insignificant character, and that within two miles of said settlement is the station of Oreapolis, which is a junction of lines and an important railroad center, and of easy access to the inhabitants of the town of La Platte and the territory contiguous thereto. It admits the construction of a depot, as set forth in the petition, but maintains that it kept said station open at a great loss to itself and at but little convenience to the inhabitants of said locality until on or about January 21, 1895, when freight and passenger traffic at said point had become so small that the maintenance of said station was a constant source of loss to this defendant, there being exceedingly few passengers and comparatively no freight. Denies that the defendant acquired the right of way in the town of La Platte in consideration only of the erection and maintenance of a depot within the limits of said town, but avers that the defendant was and is the owner and seized in fee-simple of its right of way and ground within the town of La Platte; and denies that La Platte has a population of two hundred fifty, and avers that, although long established, there has been no growth of population, but, on the contrary, the same has steadily decreased. Admits that a post-office has been established and maintained thereat, but denies that it was ever a business center; and denies that a large number of cars of stock is annually shipped to and from said station, but alleges and avers the fact to be that even the little traffic which has obtained at said station prior to January 21, 1895, has been produced in consequence of the building by the

government of the United States of a military garrison known as Fort Crook. Denies that it closed the station on or about the first day of January, but admits that it did close it on or about the 21st day of that month. Admits the corporate duties devolving upon it, and that it must stop its trains for the reception of passengers and freight when public convenience warrants it or demands that it should so stop its trains at said town, and denies that in so closing the said station house it acted in contravention of its franchise, or that it has failed to perform the duties for which it was created, but on the contrary avers that its actions in this behalf has not only been warranted but required in the interests of this defendant, its stockholders, and the general public. And further, that it denies each and every allegation contained in said petition not herein specifically admitted, denied, or traversed; and denies the jurisdiction and power of this Board in the premises to entertain or redress the grievances mentioned in said petition.

To which answer a reply was filed on the 29th day of April, 1895, by this plaintiff denying the allegations set forth in the answer not herein specifically admitted. Denies that the town of Oreapolis is of easy access to the people of La Platte, and alleges that the Platte river intervenes between the two towns, and that there is no bridge across the said river for the use of foot passengers and teams; and further denies that the defendant has maintained the station of La Platte at a loss, and alleges that the said station has always yielded a fair profit to the defendant; and further, that it is immaterial to the matters at issue whether a profit was maintained or not.

Hearing in this case was set for May 1, 1895, at 2 o'clock in the afternoon, at the town of La Platte, both parties being duly notified. April 29th the defendant filed a motion for postponement of the hearing until May 20th, which motion was granted and the time set for May 20th, 1895, at 10 o'clock A. M., at which time the secretaries proceeded to La Platte. Plaintiffs appeared by attorneys, Thomas & Nolan, and defendant by its general solicitor, Chas. F. Manderson. There being no official stenographer for the Board and a large amount of testimony to be taken, it was agreed by the

parties to this action that the testimony might be taken by Miss Nellie Anderson, stenographer.

The trial proceeded. A large number of witnesses were heard, and argument of counsel. There not being sufficient time for the counsel to complete their argument, the case was continued for that purpose to the 22d day of May, at Omaha, at which time the secretaries proceeded to Omaha and completed the hearing of the case.

The conduct of this case, the evidence furnished and argument made were as complete and full as any case that has been brought before the present secretaries. The first question that was raised in the argument was as to the right of the plaintiff to bring a suit in the way it did, *i. e.*, in using the name of the state as plaintiff. We doubt very much the expediency or the propriety of commencing a suit in this manner, but inasmuch as this Board is more of a tribunal for investigation of the matters contained in the case, and could have proceeded upon its own motion, either upon attention being called to the grievance herein set forth or it could have investigated them itself and proceeded in its own name, it would probably be only a delay or change in the form of the pleadings without any change in the testimony or the manner of taking the same if the objection raised by the defendant was sustained. Richard Hogeboom showed that he was a resident of La Platte and has been such resident for over thirty years, probably being one of the original incorporators of the town, and, the evidence shows, was being active in having a railroad built through that place and a depot established thereat; that he is a land owner at that place and is interested in the welfare of the town; and, we think, under the numerous decisions bearing upon that question, that he would have a right to commence suit in his own name for the benefit of himself and other inhabitants of the town for anything that was of a public nature or general interest to the town and the inhabitants thereof.

FINDINGS AND RECOMMENDATIONS.

We find from the pleadings and evidence and personal inspection of the premises the following:

First—That the defendant, the Chicago, Burlington & Quincy Railroad Company, is a corporation doing a general railroad business under and by virtue of the laws of the state of Nebraska, and is the successor of the Burlington and Missouri River Railroad Company in Nebraska, a corporation organized under the laws of the state of Nebraska, and that such latter road is the successor of the Omaha & Southwestern Railway Company, which was also a Nebraska corporation, and that said Omaha & Southwestern Railway Company, as such corporation, built, maintained, and operated a line of railroad from Omaha, Nebraska, in a southerly direction to the city of Plattsmouth, running through the town of La Platte, and when first constructed the said company did build, and its successors ever since, until January 21, 1895, maintained an open station and depot at the town of La Platte; that the Chicago, Burlington & Quincy Railroad Company, as the successor of the other roads mentioned, is bound by all the obligations legally entered into by its predecessors.

Second—We further find that the town of La Platte consists of about one hundred and eighty acres of platted ground, upon which there are about two hundred and fifty people; that there are three stores, post-office, elevator, hotel, school-house and two churches at said place: that it is situated on the line of defendant's railroad six miles south of Bellevue, the next station north, and six miles north of Plattsmouth, the first town on the south; that it is near the junction of the Platte and Missouri rivers; that the Platte river runs by it on the south at a distance of about a mile, and that on the opposite side of the Platte river the line of road running from Omaha to Plattsmouth joins in with the main line of the Burlington & Missouri River railroad in Nebraska running from Plattsmouth to Kearney; that the Missouri river is about three miles east of La Platte, and that South Omaha is about twelve miles distant from said town; to Fort Crook, a station on the Missouri Pacific railway, and also on the defendant company's line, about four miles; to Papillion, on the Union Pacific and Missouri Pacific roads, four miles; and to Gilmore, on the Union Pacific road, six miles; but that the station of Oreapolis, the name of the junction of the two

roads of defendant aforesaid, furnishes no facilities for the accommodation of the people of La Platte or vicinity north of the Platte river, there being no wagon bridge across the river at this place.

Third—We further find from the evidence, to-wit, the statement furnished by Mr. Wm. Randall, which statement is very complete and full, and furnishes a full statement of the business transacted at La Platte for the years 1891, 1892, 1893, 1894, and of 1895 up to January 21, that the business of said station is as set forth in the following tables:

BURLINGTON & MISSOURI RAILROAD IN NEBRASKA.

Ticket Sales of La Platte Station, Nebraska, for the period from January 1, 1891, to January 21, 1895, the date on which the station was closed.

Year.	Local.		Foreign.		Total.	
	No.	Amt.	No.	Amt.	No.	Amt.
1891	2037	$759 94	62	$103 24	2099	$863 18
1892	2036	776 06	42	134 66	2078	910 72
1893	1539	551 03	37	151 45	1576	702 48
1894	1326	462 89	48	103 77	1374	566 66
Jan. 1 to Jan. 21, 1895	55	19 83	1	1 48	56	21 31
Total	6993	$2569 75	190	$494 60	7183	$3064 35

Telegraph Receipts at La Platte, Nebraska, from January 1, 1891, to January 21, 1895, the date on which the station was closed.

Month.	1891.	1892.	1893.	1894.	1895.	Total.
January	$1 69	$1 25	$0 25	$0 50	$1 40	$5 09
February	90	81	1 90	96	.....	4 57
March	1 80	1 52	1 46	77	.....	5 55
April	1 58	75	.....	1 29	.....	3 62
May	50	2 14	4 18	25	.....	7 07
June	6 86	2 33	75	1 14	.....	11 08
July	3 46	31	1 00	1 00	.....	5 77
August	2 40	50	1 35	2 50	.....	6 75
September	1 89	1 40	75	1 04	.....	5 08
October	2 52	1 50	55	50	.....	5 07
November	50	95	1 95	1 00	.....	4 40
December	1 55	75	4 00	25	.....	6 55
Total	$25 65	$14 21	$18 14	$11 20	$1 40	$70 60

Year.	Forwarded. No. of Car Loads. Grain.	Live Stock.	Wood.	Various.	Total.	Less than Car Loads, in Lbs.	Freight Charges.	Received. No. of Car Loads. Hay.	Lumber.	Manure.	Various.	Total.	Less than Car Loads, in Lbs.	Freight Charges.
1891	24	6	1	2	33	33,206	$1075 75	1	9	5	7	22	199,490	$492 64
1892	20	9	3	14	46	15,912	872 55	1	3	...	...	4	196,053	284 42
1893	11	2	...	6	19	10,323	384 75	...	..	...	4	4	169,860	352 44
1894	9	...	2	3	14	16,230	273 10	...	...	26	3	29	156,383	424 22
Jan. 1, to Jan. 21, 1895	...	1	...	...	1	230	11 75	...	...	...	...	...	6,330	8 18
Total	64	18	6	25	113	75,901	$2617 92	2	12	31	14	59	728,116	$1561 90

Grand total:

No. of cars	172
Less than car load lots, in lbs.	804,017
Freight charges	$4,179.82

Fourth—We find at the present time, and since the removal of the operator from said station, that the same number of trains stop as formerly; that passengers can go and come the same as formerly, excepting that there is no convenience at said station for the purpose of ascertaining when trains are on time and no place at the depot in which they can go to get away from the inclement weather; that passengers going from said town are put to the inconvenience of having to pay their fare on the train, paying an additional twenty-five cents, for which they get a rebate, which must be cashed at some office of the company; that freight is shipped into said town upon charges being prepaid, and if the consignee is at the depot to receipt for his goods he can receive the same; but if he is not there the goods are carried on to the next station and he is then notified and will have to go to that station for his goods; that in order to ship goods out it is necessary for the shipper to have his goods billed out from some adjoining station, but that he can ship them from La Platte either in car load lots or less than car load lots; that at the present time there is very little freight to be shipped out of La Platte,

either in car load lots or less than car load lots, and that the amount of freight to be shipped in in less than car load lots is small, and that in car load lots the present arrangement differs in no respect from when the company maintained an agent there. A study of the tables introduced in evidence shows that there has been a gradual decrease in the amount received at said station from freight forwarded. In 1891 the amount was $1,075.77. In 1894 it was $273.10. In freight received there has been no decrease or increase to any appreciable extent, except that in 1891 it was more equally divided between freight in less than car load lots and car load lots than in 1894, when most of the shipments were in car load lots. The passenger business shows a gradual decrease during this year from 2,099 tickets sold in 1891, to 1,374 in 1894. We set these figures out for the purpose of giving information about the amount of business transacted during this year, and in order to ascertain what facilities should be furnished for the transaction of such business. The amount of receipts and expenses of a station is not the controlling element as to whether a station should be maintained or abandoned. The business demanding facilities should be the basis upon which a ruling should be made as to what facilities should be furnished, taking into consideration always the facilities already enjoyed and furnished the community.

This Board has jurisdiction only in cases where lack of facilities for transacting the business of a community is complained of or the violation of some law or rule which a railroad company should obey. A railroad company has a duty to perform, both to the shippers of any particular station and also to the general public. To the shippers of a particular station it should furnish those facilities that are necessary, usual, and proper in order to allow them to carry on successfully their business. To the public at large the railroad company owes the duty of carrying on its business in as economical a manner as possible, cutting off all unnecessary expenses at every place. The railroad company under the law has a large discretion as to how and in what manner facilities shall be furnished so as to furnish the greatest amount of facilities at the least expense. It costs about $600 a year to keep La Platte station open, that is, to

furnish an operator and to keep the depot open for the transaction of business. The question for us to decide is whether this additional expense is justified by the demand for the difference in the facilities as now furnished and what they would be if the station was kept open.

Considerable testimony was furnished regarding the effect of closing the depot on the value of land in and about the station. The opinion of several witnesses was that the value of such lands would be reduced 25 per cent. This testimony was not contradicted. If the station was abandoned, as well as the depot closed, it would probably have such an effect. But the station is not abandoned, only the depot closed; and besides, in our view of our jurisdiction as above expressed, such testimony of itself is not pertinent to the case any more than it might be a link in the chain of evidence tending to show that proper facilities were not furnished.

The fact of the matter is simply this: La Platte is unfortunately situated, so far as its development as a town is concerned, it being surrounded on all sides. On the east only three miles away to the Missouri river; on the south the Platte is at its door; and on the west and north are the towns of Gibson, South Omaha, Omaha and Bellevue, all within easy driving distances. But as a farming community the situation and advantages are unsurpassed by any portion of the state. The farms are well cultivated, productive, and valuable, and the community entitled to every facility for the moving of their products that can be furnished without detriment to other communities.

We find that the defendant railroad company is not furnishing at the present time the usual and necessary facilities that a community of the importance of La Platte is entitled to and the business requires.

We further find that the defendant railroad company should reopen said La Platte station and furnish thereat the usual facilities of an open station.

RECOMMENDATION.

We further recommend that the following order be made by the Board:

It is hereby considered, ordered, and adjudged that the defendant, the Chicago, Burlington, & Quincy Railroad Company, reopen said La Platte station within thirty days from the service of this order upon it, and furnish the usual facilities that belong to an open station.

No. 268.

The City of Beatrice
v.
C. G. Warner et al.

A petition in this case was filed with the Board of Transportation March 29, 1895, and related to the abandonment of a part of the line of road of the Kansas City & Omaha Railroad Company. But no action was taken on this matter. The now city attorney was appointed for the city of Beatrice, who has, as yet, filed no further proceedings in the matter.

No. 269.

In re Closing of Prairie Home Station.

No attorney appeared for the petitioners.

W. F. Evans, attorney, appeared for the Chicago, Rock Island & Pacific Railroad Company.

This is an informal petition of citizens living at or near Prairie Home, Lancaster county, Nebraska, filed April 13, 1895, asking that the Chicago, Rock Island & Pacific Railway Company be required to reopen their station at said point, for the reason that the business of that community is being injured by the fact of such station being closed. A certified copy of the petition was forwarded to the railroad company, with directions to comply with the request of the same or to show cause to this Board, on or before the 20th day of May, 1895, why it did not do so.

On the 18th day of April, 1895, the defendant railroad company filed its answer with the Board, setting forth the total earnings of the station for the months of January and February and the first

twenty-five days of March, 1895, were less than the station expenses, giving an itemized statement of the receipts for those periods; also, that the closing of said station was only temporary, and that as soon as the business to be done there would pay reasonable operating expenses it would be reopened.

FINDING OF FACTS AND RECOMMENDATIONS.

We find from the evidence produced at the hearing:

First—That Prairie Home is a station located in Lancaster county on the main line of the Chicago, Rock Island & Pacific Railway Company's road from Chicago to Denver; that it was established and opened in 1890 when the road was first built from South Omaha to Lincoln.

Second—That said station has ever since it was first established been maintained and kept as an open station until about the 25th day of March, 1895, when the agent was removed and the station closed.

Third—That at the present time there are about one hundred twenty-five or one hundred fifty people that live at Prairie Home and the country tributary thereto; that there is an elevator there, but not running at the present time; one general store, blacksmith shop, post-office, and hotel; about twelve families live on the town site.

Fourth—That Prairie Home is seven miles west of Alvo, the first station east on defendant's line of road, and seven miles east of Havelock, the first station west on said road; that it is four miles to Waverly on the C., B. & Q. R. R. on the north, and eight miles southwest to station on the M. P. Ry., and eight miles southeast to station on the same road; that the line of the M. P. Ry. is four miles south, but that there is no station thereon nearer than above mentioned; that Prairie Home is twelve miles east of Lincoln; that the business of the petitioners and the inhabitants of said territory is exclusively farming, with a very few exceptions; and that at the present time there is very little to ship from said station either in car loads or less than car loads.

Fifth—That there are two trains each way daily that stop at this station when flagged, one passenger and one freight; that

freight may be shipped in at said station upon the charges being prepaid, but that in shipping freight out it is very inconvenient, especially in less than car load lots.

Sixth—That the receipts and expenses of the office at said station was as is shown in the following table:

Month.	Freight For'd.	Freight Rec'd.	Tickets Sold.	Telegraph.	Total.	Expenses.
January	$5 40	$37 08	$6 60	.....	$49 08	$51 28
February	5 50	5 91	10 00	$1 35	22 76	51 00
March 1 to 25	3 00	4 32	5 31	.....	17 63	34 41
Total	$18 90	$47 31	$21 91	$1 35	$89 47	$136 69

There were two receipts of the company for one car of coal, each dated in January, for $33 and $33.83 respectively, that were filed with the Board by petitioners after the hearing, and we have no means of ascertaining, without a rehearing, whether any portion of these sums are figured in the receipts for that month; if not, then the item of receipts for that month should be increased by those amounts, making the total receipts for freight received during the month $104.91, and a total receipt of $216.91.

And for the last three months in 1894 the receipts and expenditures were the following: October—receipts, $22.32; expenses, $42.79. November—receipts, $319.26; expenses, $43.43. December—receipts, $140.04; expenses, $42.90.

Seventh—We find that the business to be done at said station at the present time does not demand the increased expense necessary to keep and maintain an open station.

RECOMMENDATION.

We would therefore respectfully recommend that the Board of Transportation pass and adopt the following order:

It is hereby considered and adjudged that the prayer of the petition be denied, and the case dismissed with leave to reopen the same at such time as the grain in said locality begins to move and the increased business to be done at said station will be deemed by the petitioners to demand the opening thereof.

TABLES.

Compiled From the Reports of the Different Railroad Companies.

NAMES OF RAILROADS WITH ABBREVIATIONS.

Burlington & Missouri River Railroad in Nebraska.....B. & M. R. R. R.
Chicago, St. Paul, Minneapolis & Omaha Railway .....C., St. P., M. & O.
Fremont, Elkhorn & Missouri Valley Railroad, F., E. & M. V.
Sioux City & Pacific Railroad.....S. C. & P.
Chicago, Rock Island & Pacific Railway.....C., R. I. & P.
The Missouri Pacific Railway.....M. P. R.
Kansas City & Beatrice Railroad.....K. C. & B.
Union Pacific Railway.....U. P.
Omaha & Republican Valley Railway.....O. & R. V.
St. Joseph & Grand Island Railroad.....St. J. & G. I.
Kansas City & Omaha Railroad.....K. C. & O.
Kearney & Black Hills Railway.....K. & B. H.
Sioux City, O'Neill & Western Railway.....S. C., O'N. & W.
Pacific Railway in Nebraska.....P. R. in Neb.

TABLE I.

MILEAGE BY STATES.

Name of Road.	State.	Line Represented by Capital Stock.		Line of Proprietary Company.	Line Operated under Lease.	New Line Constructed During the Year.	Lines Operated under Trackage Rights.	Total Line Operated, including Trackage Rights.
		Main Line.	Branches and Spurs.					
C., B. & Q.	Illinois	356.69	901.97	.....	46.36	.....	24.44	1329.46
	Iowa	282.51	472.52	.....	.....	.....	29.56	784.59
	Missouri	.....	118.62	.....	.....	.....	38.80	157.42
	Nebraska	191.61	2061.72	.....	.....	.....	.....	2253.33
	Kansas	.....	259.81	.....	.....	.....	.....	259.81
	Colorado	.....	355.14	.....	.....	.....	11.30	366.44
	South Dakota	.....	200.52	.....	.....	.....	.....	200.52
	Wyoming	.....	265.60	.....	.....	.....	.....	265.60
	Montana	101.74	.....	.....	.....	.....	12.90	114.64
C., St. P., M. & O.	Minnesota	205.23	159.52	2.60	.....	.....	38.40	405.75
	Wisconsin	497.85	113.94	8.28	.....	.....	1.59	621.66
	Iowa	57.11	17.44	.....	.....	.....	27.50	102.05
	South Dakota	.....	88.20	.....	.....	.....	.....	88.20
	Nebraska	122.12	150.35	.....	.....	.....	2.10	274.57
F., E. & M. V.	Nebraska	497.22	487.97	.....	.....	.....	51.65	1036.84
	South Dakota	.....	184.88	.....	.....	.....	.....	184.88
	Wyoming	130.46	.....	.....	.....	.....	.....	130.46
	Iowa	.....	.....	.....	.....	.....	10.66	10.66

TABLE I—CONTINUED.

MILEAGE BY STATES.

Name of Road.	State.	Line Represented by Capital Stock.		Line of Proprietary Company.	Line Operated under Lease.	New Lines Constructed During the Year.	Lines Operated under Trackage Rights.	Total Line Operated, including Trackage Rights.
		Main Line.	Branches and Spurs.					
S. C. & P.	Nebraska	26.95						26.95
	Iowa	80.47						80.47
C., R. I. & P.	Illinois	181.97	7.50		46.70			236.07
	Iowa	317.75	442.80		305.96		2.16	1068.67
	Missouri		233.15				54.80	287.95
	Kansas		1057.45				66.85	1124.30
	Nebraska		248.33				4.86	253.19
	Colorado		167.66				209.38	376.94
	Indian Territory		106.89					106.89
	Oklahoma Territory		117.40					117.40
M. P.	Missouri	284.74	376.78	64.77	64.65		21.63	812.57
	Kansas	94.50	82.37	76.88	159.93		1.89	415.57
	Nebraska	102.87	118.86	57.73			5.47	284.93
P. R. in Neb.	Kansas	1.74						1.74
	Nebraska	71.26						71.26
K. C. & B.	Nebraska	20.16					14.70	34.80

TABLE I—CONTINUED.

MILEAGE BY STATES.

Name of Road.	State.	Line Represented by Capital Stock.		Line of Proprietary Company.	Line Operated Under Lease.	New Line Constructed During the Year.	Lines Operated Under Trackage Rights.	Total Line Operated, including Trackage Rights.
		Main Line.	Branches and Spurs.					
U. P.	Iowa	2.36	1.72	.....	.....	.....	.....	4.08
	Nebraska	463.53	3.95	.....	.....	.....	.....	467.48
	Missouri	51	.....	.....	.....	.....	.....	51
	Kansas	444.87	35.96	.....	.....	.....	.....	480.83
	Colorado	296.09	.....	.....	.....	.....	.....	296.09
	Wyoming	499.55	3.88	.....	13.36	.....	.....	516.79
	Utah	70.17	.....	.....	.....	.....	.....	70.17
O. & R. V.	Nebraska	171.78	242.66	.....	.....	.....	.....	414.44
	Kansas	67.60	.....	.....	.....	.....	.....	67.60
St. J. & G. I.	Missouri	16	.....	.....	.....	.....	.....	16
	Kansas	138.37	.....	.....	.....	.....	.....	138.37
	Nebraska	112.53	.....	.....	.....	.....	.....	112.53
K. C. & O.	Nebraska	193.68	.....	.....	.....	.....	.....	193.68
S. C., O'N. & W.	Nebraska	129.16	.....	.....	.....	.....	.....	129.16
K. & B. H	Nebraska	65.74	.....	.....	.....	.....	.....	65.74

TABLE II.

NEBRASKA MILEAGE.

Name of Road.	Main Line.	Branches and Spurs.	Line of Proprietary Company.	Line Operated Under Trackage Rights.	New Line Constructed During the Year.	Total.
B. & M. R.	191.61	2061.72	.....	.....	.....	2253.33
C., St. P. M. & O.	122.12	150.35	.....	2.10	.....	274.57
F., E. & M. V.	497.22	487.97	.....	51.65	.....	1036.84
S. C. & P.	26.95	.....	.....	.....	.....	26.95
C., R. I. & P.	.....	248.33	.....	4.86	.....	253.19
M. P.	102.87	118.86	57.73	5.47	.....	284.93
P. R. in Neb.	71.26	.....	.....	.....	.....	71.26
K. C. & B.	20.10	.....	.....	14.70	.....	34.80
U. P.	463.53	3.95	.....	.....	.....	467.48
O. & R. V.	171.78	242.66	.....	.....	.....	414.44
St. J. & G. I.	112.53	.....	.....	.....	.....	112.53
K. C. & O.	193.68	.....	.....	.....	.....	193.68
K. & B. H.	65.74	.....	.....	.....	.....	65.74
S. C., O'N. & W.	129.16	.....	.....	.....	.....	129.16
Total	2168.55	3313.84	57.73	44.73	.....	5618.90

TABLE III.

INCOME ACCOUNT FOR YEAR ENDING JUNE 30TH, 1895.

NAME OF ROAD.	Gross Earnings from Operation.	Less Operating Expenses.	Income from other Sources.			Total Income Less Operating Expenses.	Deductions from Income Additional to Deductions of Operating Expenses.	
			Divid'ds on Stocks Owned.	Interest on Bonds Owned.	Miscellaneous Income.		Interest on Funded Debt.	Interest on Interest bearing Current Liabilities.
C., B. & Q.	$23,632,171	$14,645,864	$983,291	$808,906	$73,526	$10,852,031	$6,598,134	.....
C., St. P., M. & O.	6,683,323	4,391,736	21,916	8,110	187,661	2,509,263	1,450,416	.....
F., E. & M. V.	2,635,480	1,752,519	.....	.....	.....	882,961	996,780	.....
S. C. & P.	437,429	277,286	.....	.....	3,833	163,976	195,379	.....
C., R. I. & P.	16,154,738	10,971,505	148,521	798,143	783,630	6,913,527	3,317,875	.....
M. P.	8,946,652	6,409,711	201,055	23,000	309,307	3,070,303	2,723,175	$562,216
P. R. in Neb.	17,178	59,723	.....	.....	.....	*42,54[illegible]	54,750	.....
K. C. & B.	.....	.....	.....	.....	.....	.....	.....	.....
U. P.	14,598,537	9,416,092	18,000	68,106	122,268	5,390,819	4,719,141	.....
O. & R. V.	637,826	609,921	.....	.....	.....	27,905	328,230	.....
K. & B. H.	31,530	25,169	.....	419	.....	6,780	43,100	.....
St. J. & G. I.	646,219	511,042	.....	.....	381,520	516,697	420,000	.....
K. C. & O.	78,279	114,761	.....	.....	160,924	124,443	135,650	.....
S. C., O'N. & W.	87,514	108,175	.....	.....	58	*20,604	117,000	.....

*Deficiency.

TABLE III—CONTINUED.

INCOME ACCOUNT FOR YEAR ENDING JUNE 30TH, 1895 (ENTIRE LINE).

NAME OF ROAD.	Deduction from Income Additional to Deduction of Operating Expenses.				Dividend on Stock.			Surplus from Operation for the Year.	Deficit from Operation for the Year.	Surplus June 30, 1895.	Deficit June 30, 1895.
	Rents.	Taxes.	Other Deductions.	Total other Deductions.	Common.	Preferred.	Per cent.				
C., B. & Q.	$249,216	$1,334,022	$705,790	$8,887,162	$3,485,115	.....	2¼	.....	$1,520,246	.....	$9,278,490
C., St. P., M. & O.	.....	274,290	.....	1,724,706	.....	$787,976	7	.....	300,419	$2,322,641	.....
F., E. & M. V.	.....	224,733	.....	1,221,513	.....	.....	.....	.....	338,552	1,337,162	.....
S. C. & P.	.....	16,888	.....	212,267	.....	11,830	7	.....	60,122	.....	1,675,400
C., R. I. & P.	814,882	847,238	326	4,980,322	1,153,895	.....	2½	$779,311	.....	688,833	.....
M. P.	132,300	332,816	1,051,125	4,801,633	.....	.....	.....	.....	1,731,329	1,607,952	.....
P. R. in Neb.	.....	8,623	.....	63,373	.....	.....	.....	.....	105,917	.....	729,940
K. C. & B.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. P.	.....	523,815	3,055,369	8,298,324	.....	.....	.....	.....	2,907,505	7,155,432	.....
O. & R. V.	.....	91,616	*45,421	374,425	.....	.....	.....	.....	346,519	.....	3,814,734
K. & B. H.	.....	10,907	8,870	62,877	.....	.....	.....	.....	56,097	.....	72,142
St. J. & G. I.	.....	97,232	102,264	619,497	.....	.....	.....	.....	102,799	.....	588,897
K. C. & O.	.....	631	†126	136,155	.....	.....	.....	.....	11,713	.....	86,839
S. C., O'N. & W.	.....	11,629	.....	128,629	.....	.....	.....	.....	149,233	.....	266,387

* Paid by receivers of U. P. R. R.
† Credit to corporate expenses.

TABLE IV.

Earnings from Operation for Year Ending June 30, 1895 (Nebraska).

Name of Road.	Passenger Service.			Freight Service.			Other Resources.	Gross Earnings From Operation.
	Passenger Revenue.	Mail, Express, and Other Resources	Total Passenger Earnings.	Total Freight Revenue.	Stock Yards, Elevators, Other Items.	Total Freight Earnings.	Car Mileage, Switching, Rental, etc.	
* B. & M. R.	$1,884,532	$772,964	$2,657,497	$5,287,776	$1,510	$5,289,285	$114,509	$8,061,291
C., St. P. M. & O.	189,201	64,670	253,871	444,286	184	444,470	15,848	714,189
F., E. & M. V.	433,064	216,585	649,649	1,567,130	1,207	1,568,337	57,916	2,275 902
S. C. & P.	24,426	9,103	33,530	34,360	.....	34,360	9,817	77,706
C., R. I. & P.	163,807	56,242	220,048	411,396	.....	411,396	3,730	735,164
* M. P.	1,725,996	620,633	2,346,609	5,609,023	.....	5,609,023	991,019	8,946,652
P. R. in Neb.	3,878	4,070	7,948	9,001	.....	9,001	229	17,178
K. C. & B.	.....	.....	.....	.....	.....	.....	.....	.....
* U. P.	2,301,167	1,444,807	3,745,974	10,170,334	.....	10,170,334	682,229	14,598,537
O. & R. V.	139,736	50,485	190,221	447,064	.....	447,064	542	687,826
K. & B. H.	4,420	3,169	7,589	19,690	.....	19,690	4,251	31,530
St. J. & G. I.	43,430	20,039	63,470	170,586	.....	170,586	15,583	249,638
K. C. & O.	11,675	11,158	22,834	37,430	.....	37,430	18,015	78,279
S. C., O'N. & W.	21,185	11,437	32,622	54,492	.....	54,492	399	87,514

* Entire stock.

TABLE V.

OPERATING EXPENSES FOR THE YEAR ENDING JUNE 30, 1895 (Entire System).

NAME OF ROAD.	Maintenance of Ways and Structures.	Maintenance of Equipments.	Conducting Transportation.	General Expenses.	Total Operating Expenses.	Percentage of Expenses to Earnings.
B. & M. R	$3,167,083	$1,883,996	$8,394,466	$1,200,319	$14,645,864	61.97
C., St. P., M. & O.	1,094,867	512,780	2,581,292	202,797	4,391,736	65.71
F., E. & M. V	355,386	212,761	1,097,437	86,935	1,752,519	66.49
S. C. & P.	39,065	27,897	194,049	16,274	277,286	63.39
C., R. I. & P	2,354,440	1,174,386	6,620,301	822,378	10,971,505	67.92
M. P	1,403,265	1,226,778	3,583,135	196,532	6,409,711	71.64
P. R. in Neb.	27,794	207	29,586	2,136	59,723	347.66
K. C. & B	.....	.....	.....	.....	.....	.....
U. P.	1,727,171	2,059,251	5,082,706	546,964	9,416,092	64.50
O. & R. V	161,783	59,380	356,123	32,634	609,921	95.62
K. & B. H.	3,316	1,878	17,953	2,021	25,168	79.83
St. J. & G. I.	103,470	59,613	315,725	32,234	511,042	79.08
K. C. & O	33,352	16,752	58,421	6,234	114,761	146.66
S. C., O'N. & W.	20,420	7,699	63,622	16,434	108,175	123.61

TABLE VI.

COMPARATIVE STATEMENT OF GROSS EARNINGS PER MILE OF ROAD OPERATED FOR THE YEARS 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895 (ENDING JUNE 30).

NAME OF ROAD.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.
B. & M. (west of M. R.)	$4,653	$3,248	$5,351	$3,589	$2,915	$3,553	$3,867	$2,807	$2,293
C., St. P., M. & O.	4,749	2,871	4,564	4,871	3,007	3,484	3,616	3,145	2,601
F., E. & M. V.	3,407	2,458	2,408	2,496	2,905	3,013	3,052	2,823	2,195
S. C. & P.	5,035	4,817	5,212	4,975	3,272	3,731	4,644	4,188	2,883
* C., R. I. & P.	443	1,146	1,707	2.746	*5,069	*5,496	*5,815	*5,541	*4,523
* M. P.	8,287	7,848	3,962	7,278	6,788	7,441	7,640	6,319	5,912
P. R. in Neb.	.....	.....	.....	395	272	373	486	399	235
U. P.	10,239	10,145	10,239	11,371	11,732	12,683	13,111	10,656	9,313
O. & R. V.	2,756	2,156	2,147	2,426	1,781	2,529	2,460	2,219	1,244
K. & B. H.	.....	.....	.....	.....	516	1,741	2,012	1,008	479
St. J. & G. I.	4,437	3,551	4,198	4,998	2,391	3,945	3,332	2,562	2,218
K. C. & O.	.....	.....	916	996	685	977	1,005	724	404
S. C., O'N. & W.	.....	.....	.....	.....	.....	1,159	1,504	1,317	677

* Entire line. The C., R. I. & P. for years 1887, 1888, 1889, 1890, is for lines west of Missouri River.

TABLE VII.

COMPARATIVE STATEMENT OF OPERATING EXPENSES PER MILE OF ROAD OPERATED FOR YEARS 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895 (ENDING JUNE 30).

NAME OF ROAD.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.
B. & M. (west of Mo. river)	$2,147	$2,308	3,585	$2,040	$1,931	$2,282	$2,533	$1,874	$1,587
C., St. P., M. &. O.	3,030	2,385	2,932	3,345	2,128	2,298	2,335	1,307	1,676
F., E. & M. V.	1,810	1,443	1,428	1,537	1,448	1,587	1,638	1,480	1,280
S. C. & P.	2,616	2,129	3,103	2,833	2,667	3,409	3,632	2,892	2,581
*C., R. I. & P.	2,089	1,577	1,536	1,881	*3,306	*3,727	*4,105	*3,813	*3,072
*M. P.	5,219	5,042	2,967	4,711	4,726	4,840	5,362	4,326	4,236
P. R. in Neb.	.....	.....	.....	740	757	694	853	711	818
U. P.	5,760	5,657	5,786	6,429	8,091	7,158	7,671	6,850	6,000
O. & R. V.	2,501	1,965	1,883	2,332	2,141	2,355	2,316	2,172	1,241
K. & B. H.	.....	.....	.....	.....	346	729	809	810	382
St. J. & G. I.	2,832	2,271	2,773	2,716	2,306	2,561	2,067	1,876	1,847
K. C. & O.	.....	.....	880	842	681	734	769	751	592
S. C., O'N. & W.	.....	.....	.....	.....	.....	563	717	869	837

* Entire line. The C., R. I. & P. for years 1887, 1888, 1889, 1890 is for lines west of Missouri river.

TABLE VIII.

STATEMENT SHOWING SURPLUS OR DEFICIT OF EARNINGS PER MILE OF ROAD OVER OPERATING EXPENSES FOR THE YEARS 1887, 1888, 1889, 1890, AND 1891 (ENDING JUNE 30TH).

NAME OF ROAD.	1887.		1888.		1889.		1890.		1891.	
	Surplus.	Deficiency.	Surplus.	Deficiency.	Surplus.	Deficiency.	Surplus.	Deficiency.	Surplus.	Deficiency.
B. & M. R.	$2,506	.....	$940	.....	$1,766	.....	$1,549	.....	$984	.....
C., St. P., M. & O.	1,719	.....	486	.....	1,632	.....	1,526	.....	879	.....
F., E. & M. V.	1,597	.....	1,015	.....	980	.....	959	.....	1,454	.....
S. C. & P.	2,419	.....	2,688	.....	2,109	.....	2,142	.....	605	.....
C., R. I. & P.	.....	$1,646	.....	$431	181	.....	865	.....	1,763	.....
M. P.	3,068	.....	2,806	.....	995	.....	2,567	.....	2,062	.....
P. R. in Neb.	.....	.....	.....	.....	.....	.....	.....	$345	.....	$485
U. P.	4,479	.....	4,488	.....	4,453	.....	4,942	.....	3,641	.....
O. & R. V.	255	.....	119	.....	264	.....	94	.....	.....	360
K. & B. H.	.....	.....	.....	.....	.....	.....	.....	.....	170	.....
St. J. & G. I.	1,605	.....	1,280	.....	1,425	.....	2,282	.....	85	.....
K. C. & O.	.....	.....	.....	.....	36	.....	154	.....	4	.....
S. C., O'N. & W.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

TABLE VIII—CONTINUED.

STATEMENT SHOWING SURPLUS OR DEFICIENCY OF EARNINGS PER MILE OF ROAD OVER OPERATING EXPENSES FOR THE YEARS 1892, 1893, 1894, AND 1895 (ENDING JUNE 30TH).

NAME OF ROAD.	1892.		1893.		1894.		1895.	
	Surplus.	Deficiency.	Surplus.	Deficiency.	Surplus.	Deficiency.	Surplus.	Deficiency.
B. & M. R	$1,271	.....	$1,334	.....	$933	.....	$706	.....
C., St. P., M. & O.	1,186	.....	1,281	.....	1,287	.....	925	.....
F., E. & M. V.	1,426	.....	1,414	.....	1,343	.....	915	.....
S. C. & P	322	.....	1,022	.....	1,296	.....	302	.....
C., R. I. & P.	1,769	.....	1,710	.....	1,728	.....	1,451	.....
M. P	2,601	.....	2,278	.....	1,992	.....	1,676	.....
P. R. in Neb.	.....	$321	.....	$367	.....	$312	.....	$583
U. P.	5,525	.....	5,440	.....	3,408	.....	3,312	.....
O. & R. V.	174	.....	144	.....	102	.....	3	.....
K. & B. H.	1,012	.....	1,203	.....	.....	27	97	.....
St. J. & G. I	1,384	.....	1,265	.....	686	.....	371	.....
K. C. & O.	243	.....	236	.....	.....	27	.....	188
S. C., O'N. & W.	596	.....	787	.....	448	.....	.....	160

TABLE IX.

COMPARATIVE STATEMENT OF ASSETS JUNE 30TH, 1894, AND JUNE 30TH, 1895.

NAME OF ROAD.	Cost of Road Including Equipments.		Stock of other Companies Owned.		Bonds of other Companies Owned.		Other Permanent Investments and Loans.	
	1894.	1895.	1894.	1895.	1894.	1895.	1894.	1895.
B. & M. R.	$201,501,880	$202,895,322	$22,400,978	$21,790,600	$16,449,499	$16,858,199	$2,449,700	$2,452,199
C., St. P., M. & O.	54,164,390	54,278,342	4,320,586	4,320,661	755,000	755,000	.....	.....
F., E. & M. V.	53,027,453	53,113,873	.....	.....	.....	.....	.....	.....
S. C. & P.	5,748,895	5,749,007	.....	.....	.....	.....	.....	.....
C., R. I. & P.	104,014,183	104,452,467	2,821,728	2,824,748	5,914,661	3,323,718	2,459,405	2,689,294
M. P.	49,793,617	49,802,560	27,878,890	27,981,834	28,103,443	28,181,559	1,484,267	987,358
P. R. in Neb.	2,190,000	2,190,000	.....	.....	.....	.....	.....	.....
K. C. & B.	.....	.....	.....	.....	.....	.....	.....	.....
U. P.	155,532,766	155,461,673	18,753,270	18,760,770	33,343,953	31,235,423	5,738,697	5,737,863
O. & R. V.	8,655,972	8,656,588	.....	.....	.....	.....	13,154	13,154
K. & B. H.	1,764,597	1,831,997	67,500	.....	.....	.....	.....	.....
St. J. & G. I.	13,244,095	13,243,710	97,800	97,800	.....	.....	.....	.....
K. C. & O.	7,123,000	7,123,000	.....	.....	.....	.....	.....	.....
S. C., O'N. & W.	5,961,550	5,963,124	.....	.....	.....	.....	.....	.....

TABLE IX—CONTINUED.

COMPARATIVE STATEMENT OF ASSETS JUNE 30TH, 1894, AND JUNE 30TH, 1895.

NAME OF ROAD.	Lands Owned.		Cash and Current Assets.		Material and Supplies.		Sinking Fund.	
	1894.	1895.	1894.	1895.	1894.	1895.	1894.	1895.
B. & M. R.	$718,855	$718,283	$5,710,614	$7,945,473	$1,339,994	$1,257,544	$8,502,982	$9,229,750
C., St. P., M. & O.	.....	.....	2,365,320	2,252,113	952,900	760,129	.....	.....
F., E. & M. V.	177,835	.....	.....	.....	.....	.....	.....	.....
S. C. & P.	.....	.....	200,192	219,826	63,148	46,732	.....	.....
C., R. I. & P.	.....	.....	1,273,156	2,605,964	1,273,720	1,016,053	255,000	281,000
M. P.	746,403	780,922	4,648,407	3,818,624	922,375	887,293	.....	.....
P. R. in Neb.	.....	.....	.....	.....	.....	.....	.....	.....
K. C. & B.	.....	.....	.....	.....	.....	.....	.....	.....
U. P.	7,022,611	6,582,891	11,080,539	11,102,250	1,301,754	1,964,556	3,796,153	4,178,638
O. & R. V.	.....	.....	.....	.....	.....	.....	156,390	156,568
K. & B. H.	.....	.....	80,575	79,919	.....	.....	28,201	.....
St. J. & G. I.	.....	.....	265,907	684,426	.....	.....	.....	.....
K. C. & O.	.....	.....	509,950	670,875	.....	.....	.....	.....
S. C., O'N. & W.	.....	.....	106,494	82.387	15,265	11,925	.....	.....

TABLE IX—CONTINUED.

COMPARATIVE STATEMENT OF ASSETS JUNE 30TH, 1894, AND JUNE 30TH, 1895.

NAME OF ROAD.	Sundries.		Profit and Loss.		Total.		Increase.	Decrease.
	1894.	1895.	1894.	1895.	1894.	1895.		
B. & M. R.	.....	.....	.....	.....	$259,064,505	$263,147,374	$4,082,868	.....
C. St. P., M. & O.	.....	.....	.....	.....	62,558,197	62,366,247	.....	$191,950
F., E. & M. V.	$177,835	.....	.....	.....	53,205,208	53,113,873	.....	91,415
S. C. & P.	341,845	$371,488	$1,615,278	$1,675,400	7,969,361	8,062,455	93,094	.....
C., R. I. & P.	412,100	1,399,690	90,477	.....	118,514,432	118,592,937	78,505	.....
M. P.	.....	.....	.....	.....	113,577,403	112,440,153	.....	1,137,249
P. R. in Neb.	.....	.....	624,022	729,940	2,814,822	2,920,740	105,917	.....
K. C. & B	.....	.....	.....	.....	.....	.....	.....	.....
U. P.	7,876,495	5,295,727	.....	.....	244,446,244	240,319,776	.....	4,126,467
O. & R. V.	.....	.....	3,320,494	3,645,928	12,146,011	12,472,240	326,228	.....
K. & B. H.	609,653	654,515	7,175	72,142	2,557,602	2,638,574	80,971	.....
St. J. & G. I.	53,702	54,077	486,097	588,897	14,147,602	14,068,921	521,318	.....
K. C. & O.	.....	.....	75,126	86,838	7,708,077	7,880,714	172,636	.....
S. C., O'N. & W.	.....	.....	117,153	266,386	6,200,463	6,323,824	123,361	.....

TABLE X.

COMPARATIVE STATEMENT OF LIABILITIES JUNE 30TH, 1894, AND JUNE 30TH, 1895.

NAME OF ROAD.	Capital Stock.		Funded Debt.		Current Liabilities.		Accrued Interest on Funded Debt not yet payable.	
	1894.	1895.	1894.	1895.	1894.	1895.	1894.	1895.
C., B. & Q. (entire system)	$82,004,200	$82,004,200	$124,744,400	$127,714,400	$3,951,116	$5,707,522	*$8,726	$74,560
C., St. P., M. & O.	34,050,126	34,050,126	24,735,800	24,735,800	1,035,814	872,945	191,448	191,448
F., E. & M. V.	30,370,000	30,370,000	21,038,000	20,998,000	4,140	4,110	117,435	116,635
S. C. & P.	2,068,400	2,068,400	3,256,320	3,256,320	102,695	98,090	.....	.....
C., R. I. & P.	46,156,000	46,156,000	62,512,000	62,712,000	1,633,432	823,104	.....	.....
M. P.	47,436,575	47,436,575	54,012,000	54,012,000	7,848,144	8,505,391	787,114	787,114
P. R. in Neb.	1,095,800	1,095,800	1,095,000	1,095,000	624,022	729,940	.....	.....
K. C. & B.	.....	.....	.....	.....	.....	.....	.....	.....
U. P.	60,868,500	60,868,500	136,983,401	135,787,943	2,987,754	5,280,527	707,849	675,906
O. & R. V.	2,420,550	2,420,550	5,941,000	5,941,000	3,721,811	4,048,040	62,650	62,650
K. & B. H.	1,577,280	1,577,280	862,000	862,000	96,788	168,890	7,183	7,183
St. J. & G. I.	4,600,000	4,600,000	8,721,405	8,721,405	673,596	1,194,915	70,000	70,000
K. C. & O.	4,410,000	4,410,000	2,713,000	2,713,000	585,077	757,714	.....	.....
S. C., O'N. & W.	3,600,000	3,600,000	2,340,000	2,340,000	260,463	383,824	.....	.....

* Credit.

TABLE X—CONTINUED.

COMPARATIVE STATEMENT OF LIABILITIES JUNE 30TH, 1894, AND JUNE 30TH, 1895.

NAME OF ROAD.	Other Liabilities.		Profit and Loss.		Total.		Increase.	Decrease.
	1894.	1895.	1894.	1895.	1894.	1895.		
C., B. & Q. (entire system)	$33,617,640	$33,084,582	$14,755,874	$14,562,107	$259,064,505	$263,147,374	$4,082,868	.....
C., St. P., M. & O	218,948	193,285	2,326,060	2,322,641	62,558,197	62,366,247	.....	$191,950
F., E. & M. V	.....	287,766	1,675,713	1,337,162	53,205,288	53,113,873	.....	91,415
S. C. & P	2,541,946	2,639,645	.....	.....	7,969,361	8,062,455	93,094	.....
C., R. I. & P	8,213,000	8,213,000	.....	688,833	118,514,432	118,592,937	78,505	.....
M. P	154,287	91,120	3,339,281	1,607,952	113,577,403	112,440,153	.....	1,137,249
P. R. in Neb	.....	.....	.....	.....	2,814,822	2,920,740	105,917	.....
K. C. & B	.....	.....	.....	.....	.....	.....	.....	.....
U. P	5,266,345	2,888,645	37,632,393	34,818,253	244,446,244	240,319,776	.....	4,126,467
O. & R. V	.....	.....	.....	.....	12,146,011	12,472,240	326,228	.....
K. & B. H	14,350	23,220	.....	.....	2,557,602	2,638,574	80,971	.....
St. J. & G. I	82,600	82,600	.....	.....	14,147,602	14,668,921	521,318	.....
K. C. & O	.....	.....	.....	.....	7,708,077	7,880,714	172,636	.....
S. C., O'N. & W	.....	.....	.....	.....	6,200,463	6,323,824	123,361	.....

TABLE XI.

STATISTICS OF FREIGHT AND PASSENGERS (NEBRASKA).

Name of Road.	Passengers.					Freight.				
	Number of passengers carried earning revenue.	Average distance each person carried, miles.	Number of passengers carried one mile.	Average amount received from each passenger.	Average amount received per passenger per mile.	Number of tons carried earning revenue.	Average distance haul of each ton, miles.	Number of tons carried one mile.	Average received for each ton.	Average amount received per ton per mile.
					Cts.					Cts.
* B. & M. R.	1,195,622	62	74,128,466	$1 57	2.5	2,538,548	157	398,552,073	$2 08	1.3
C., St. P., M. & O.	167,356	44	7,469,463	1 13	2.5	253,909	142	37,683,278	1 68	1.1
F., E. & M. V.	315,082	51	16,195,320	1 37	2.6	535,410	167	89,772,785	2 92	1.7
S. C. & P.	47,370	17	848,695	51	2.8	130,234	19	2,564,140	26	1.3
* C., R. I. & P.	4,569,839	41	191,151,955	89	2.1	5,068,175	195	991,679,872	2 12	1.1
* M. P.	2,802,966	28	80,856,199	61	2.1	3,809,243	140	535,313,647	1 47	1.0
P. R. in Neb.	5,369	26	140,071	72	2.7	12,011	47	571,011	74	1.5
K. C. & B.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. P.	438,426	92	40,746,104	1 47	1.5	1,308,091	277	362,362,478	2 31	.8
O. & R. V.	167,700	29	4,937,841	69	2.3	334,791	58	19,488,093	1 07	1.8
K. & B. H.	5,059	32	161,971	87	2.7	15,813	39	619,600	1 24	3.1
St. J. & G. I.	57,766	27	1,584,159	75	2.7	153,146	70	10,804,809	1 11	1.5
K. C. & O.	21,866	19	417,051	53	2.8	55,640	43	2,400,020	67	1.5
S. C., O'N. & W.	19,206	40	780,501	1 10	2.7	31,757	58	1,866,924	1 71	2.9

* Entire line.

TABLE XII.

EQUIPMENTS.

Name of Road.	Locomotives.				Cars in Passenger Service.					Cars in Freight Service.					
	Number.		With Train Brake, Number and Kind		Number.		Train Brake.	Automatic Coupler.		Number.		With Train Brake.		Automatic Coupler.	
	Added During the Year.	Total at End of Year.	Westinghouse.	Various.	Added During the Year.	Total at End of Year.	Westinghouse.	Miller.	Various.	Added During the Year.	Total at End of Year.	Westinghouse.	Various.	Janney.	Various.
B. & M. R.	.....	329	329	.....	.....	268	268	.....	268	.....	8,461	3,665	.....	3,181	45
C., St. P., M. & O.	.....	269	242	27	.....	199	199	199	.....	.....	9,205	5,135	.....	.....	5,135
F., E. & M. V.	.....	92	92	.....	.....	64	64	61	.....	100	4,055	1,910	.....	.....	2,081
S. C. & P.	.....	12	11	.....	.....	13	13	13	.....	.....	356	220	.....	.....	221
C., R. I. & P.	5	564	497	.....	.....	451	451	451	.....	573	15,654	5,748	.....	9,251	128
M. P.	.....	338	147	15	6	343	343	343	.....	.....	11,907	321	.....	.....	572
* P. R. in Neb.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
* K. C. & B.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. P.	.....	534	521	.....	3	400	398	398	.....	25	10,636	9,106	.....	.....	2,741
O. & R. V.	.....	18	18	.....	.....	4	4	4	.....	.....	371	350	.....	.....	58
K. & B. H.	.....	2	2	.....	.....	3	3	3	.....	1	59	58	.....	.....	.....
St. J. & G. I.	.....	25	24	.....	.....	17	17	17	.....	.....	622	553	.....	.....	.....
K. C. & O.	.....	10	10	.....	.....	8	8	8	.....	.....	343	297	.....	.....	.....
S. C., O'N. & W.	.....	6	2	.....	.....	6	6	6	.....	.....	350	.....	.....	.....	.....

* No equipments reported.

TABLE XIII.

Consumption of Fuel by Locomotives (Nebraska).

Name of Road.	Coal.								Wood.			
	Anthracite.		Bituminous.		Average Pounds Consumed per Mile.				Hard.		Soft.	
	Tons.	Average Price Per Ton.	Tons.	Average Price Per Ton.	Passenger.	Freight.	Switching.	Construction.	Cords.	Average Price Per Cord.	Cords.	Average Price Per Cord.
† B. & M. R	.....	.....	348,222	$1 72	63	87	52	59	.....	.....	8,048	$1 99
C., St. P., M. & O	.....	.....	24,250	2 55	64	68	66	61	.....	.....	231	90
F., E. & M. V	.....	.....	100,931	2 68	67	101	74	59	.....	.....	2,020	3 20
S. C. & P	.....	.....	3,260	2 39	81	97	72	52	.....	.....	125	3 05
* C., R. I. & P	.....	.....	553,128	2 39	55	76	43	41	14,794	$2 67	.....	.....
M. P	.....	.....	40,195	1 33	67	118	59	80	500	2 38	.....	.....
P. R. in Neb	.....	.....	1,609	3 63	61	60	33	52	24	5 14	.....	.....
K. C. & B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
* U. P	.....	.....	650,292	1 53	96	135	66	93	.....	.....	6,664	2 29
O. & R. V	.....	.....	26,505	3 69	82	92	56	80	.....	.....	509	2 86
K. & B. H	.....	.....	1,172	3 90	92	94	.....	86	.....	.....	18	3 17
* St. J. & G. I	.....	.....	25,460	2 24	60	101	27	75	611	1 25	.....	.....
K. C. & O	.....	.....	4,760	3 22	69	69	65	52	157	1 23	.....	.....
S. C., O'N. & W	.....	.....	3,215	5 15	37	57	.....	35	.....	.....	85	3 58

* Entire line.
† West of Missouri river.

TABLE XIV.

RENEWAL OF RAILS AND TIES FOR THE YEAR ENDING JUNE 30TH, 1895 (NEBRASKA).

Name of Road.	New Rails.					New Ties.										
						Oak.			Cedar.			Various.				
	Iron, tons.	Steel, tons.	Wt. per Yd., lbs.	Average Cost at Point of Distribution Per Ton.	Total Cost.	Number.	Average Cost, Cts.	Total Cost.	Number.	Average Cost, Cts.	Total Cost.	Number.	Average Cost, Cts.	Total Cost.	Total Number of Ties.	Total Cost.
B. & M. R.	.....	3,269	65	$26 00	.....	350,925	45	.....	116,839	35	.....	7,686	35	.....	475,450	.....
C., St. P., M. & O.	.....	495	72	26 25	.....	45,897	54	.....	.....	...	.....	3,046	29	.....	48,943	.....
F., E. & M. V.	.....	12	60	28 44	.....	9,232	82	.....	38,416	47	.....	.....	...	.....	47,648	.....
S. C. & P.	.....	2	60	27 88	.....	995	60	.....	845	53	.....	.....	...	.....	1,840	.....
*C., R. I. & P.	.....	9,315	80	25 00	.....	240,073	42	.....	246,141	34	.....	327,145	48	.....	813,339	.....
M. P.	.....	1	63	26 00	.....	76,183	41	.....	.....	...	.....	.....	...	.....	76,183	.....
P. R. in Neb.	.....	.....	...	.....	.....	8,903	66	.....	.....	...	.....	.....	...	.....	8,903	.....
K. C. & B.	.....	.....	...	.....	.....	.....	...	.....	.....	...	.....	.....	...	.....	.....	.....
*U. P.	829	20,731	70	29 11	.....	262,471	47	.....	68,792	46	.....	260,196	39	.....	591,459	.....
*O. & R. V.	890	868	60	24 58	.....	7,812	52	.....	58,160	49	.....	36	42	.....	66,008	.....
K. & B. H.	7	.....	50	8 34	.....	.....	...	.....	.....	...	.....	.....	...	.....	.....	.....
St. J. & G. I.	.....	1	60	28 00	.....	15,200	50	.....	.....	...	.....	.....	...	.....	15,200	.....
K. C. & O.	.....	.....	...	.....	.....	9,619	55	.....	.....	...	.....	.....	...	.....	9,619	.....
S. C., O'N. & W.	.....	3	60	35 00	.....	1,425	51	.....	668	39	.....	488	20	.....	2,581	.....

* Entire line.

TABLE XV.

Bridges (Nebraska).

Name of Road.	Stone.				Iron.				Wooden.				Combination.				Trestles.			
	Number.	Aggregate Length, feet	Minimum Length, feet	Maximum Length, feet	Number.	Aggregate Length, feet	Minimum Length, feet	Maximum Length, feet	Number.	Aggregate Length, feet	Minimum Length, feet	Maximum Length, feet	Number.	Aggregate Length, feet	Minimum Length, feet	Maximum Length, feet	Number.	Aggregate Length, feet	Minimum Length, feet	Maximum Length, feet
B. & M. R.	...	...	...	...	53	6,264	20	995	1,801	144,793	7	3,960	...	...	...	...	...	...	...	...
C., St. P., M. & O.	1	16	16	16	1	100	100	100	...	...	...	...	...	...	...	...	658	37,080	...	...
F., E. & M. V.	...	...	...	...	2	155	45	110	10	4,032	32	2,760	2	320	160	160	1,566	212,703	4	775
S. C. & P.	...	...	...	...	...	...	...	...	...	...	...	...	1	160	160	160	34	3,767	31	449
*C., R. I. & P.	...	...	...	...	479	43,550	8	1,841	73	5,071	32	131	19	4,144	84	627	2,684	217,317	8	2,434
M. P.	18	67	3	10	10	850	7	128	2	98	48	50	12	1,031	5	130	580	37,653	16	2,860
P. R. in Neb.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	53	5,243	14	400
K. C. & B.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
*U. P.	...	...	...	...	8	3,615	77	1,566	...	...	...	...	...	...	...	...	400	19,245	16	1,005
*O. & R. V.	...	...	...	...	...	...	...	...	3	2,282	50	2,112	...	...	...	...	317	28,976	15	1,046
K. & B. H.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	55	3,948	32	192
St. J. & G. I.	...	...	...	...	7	1,935	30	1,338	5	297	21	70	...	...	...	...	327	16,287	8	804
K. C. & O.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	153	10,640	8	320
S. C., O'N. & W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	138	13,429	12	1,003

TABLE XVI.

ACCIDENTS (NEBRASKA).

Name of Road.	Employes.						Passengers.				Others.			
	Couplings.		Collisions and other Accidents.		Other Causes.		Collisions and other Accidents.		Other Causes.		Trespassing.		Not Trespassing.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
B. & M. R.	.....	1	6	10	.....	.....	.....	1	3	1	6	3	5	1
C., St. P. M. & O.	.....	2	.....	1	1	.....	.....	.....	.....	.....	.....	2	.....	.....
F., E. & M. V.	....	16	2	12	1	48	.....	.....	.....	7	6	9	1	5
S. C. & P.	.....	.....	.....	.....	.....	4	.....	.....	.....	1	1	.....	.....	.....
C., R. I. & P.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	1	.....
M. P.	.....	2	1	.....	.....	1	1	.....	1	.....	1	2	.....	.....
P. R. in Neb.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
K. C. & B.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
U. P.	1	6	1	7	.....	.....	.....	3	.....	1	9	18	2	3
O. & R. V.	.....	4	.....	2	.....	1	1	.....	.....	.....	.....	.....	.....	2
K. & B. H.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. J. & G. I.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
K. C. & O.	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
S. C., O'N. & W.	.....	1	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....

REPORTS

OF THE

Various Railroads Doing Business in the State.

ANNUAL REPORT

OF THE

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1895.

HISTORY.

1. Name of common carrier making this report? Chicago, Burlington & Quincy Railroad Company.

2. Date of organization? Charter act passed Feb. 15, 1855. B. & M. R. R. in Nebraska incorporated May 12, 1869. Republican Valley Railroad incorporated March 28, 1878.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. C., B. & Q. R. R. Co., in Illinois. B. & M. R. R. in Neb., Rep. Valley R. R., in Nebraska.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

Aurora Branch R. R., charter Feb. 12, 1849; amended Feb. 14, 1855, changing name to Chicago, Burlington & Quincy R. R. Co.

Central Military Tract R. R., charter Feb. 15, 1851, consolidated with C., B. & Q. R. R. Co. July 9, 1856.

Peoria & Oquawka R. R., charter Feb. 12, 1849, consolidated with C., B. & Q. R. R. Co. June 24, 1864.

Northern Cross R. R., charter April 13, 1849, conveyed to C., B. & Q. R. R. Co. July 30, 1865.

Burlington & Missouri River R. R. in Nebraska, incorporated Jan. 15, 1850, and the Burlington & Missouri R. R., incorporated July 24, 1871, both existing under the laws of the state of Iowa, consolidated with the C., B. & Q. R. R. Co. Jan. 31, 1875.

Burlington & Missouri River R. R. in Neb., incorporated May 12, 1869, consolidated with C., B. & Q. R. R. Co. Jan. 1, 1880.

Republican Valley R. R., incorporated March 28, 1878; amended May 24, 1879, and consolidated with C., B. & Q. R. R. Co. March 1, 1872.

ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Jno. M. Forbes, Boston, Mass., May 6, 1896.
Chas. J. Paine, Boston, Mass., May 6, 1896.
Geo. P. Gardner, Boston, Mass., May 6, 1896.
Francis W. Hunnewell, Boston, Mass., May 6, 1896.
Wm. Endicott, Jr., Boston, Mass., May 6, 1896.
Richard Olney, Boston, Mass., May 6, 1896.
T. Jefferson Coolidge, Manchester, Mass., May 6, 1896.
Edward W. Hooper, Cambridge, Mass., May 6, 1896.
Jno. N. A. Griswold, New York, N. Y., May 6, 1896.
Jas. N. Smith, New York, N. Y., May 6, 1896.
Chas. E. Perkins, Burlington, Iowa, May 6, 1896.

Total number of stockholders at date of last election? 12,717.

Date of last meeting of stockholders for election of directors? May 8, 1895.

Give post-office address of general office? Chicago, Ill.

Give post-office address of operating office? Omaha, Neb.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, J. G. Taylor; title, auditor; address, Omaha, Neb.

OFFICERS.

TITLE, NAME, AND LOCATION OF OFFICE.

Chairman of the Board—J. M. Forbes, Boston, Mass.
President—C. E. Perkins, Burlington, Iowa.
First Vice President—J. E. Peasley, Chicago, Ill.
Second Vice President—Geo. B. Harris, Chicago, Ill.
Secretary—F. S. Howland, Boston, Mass.
Treasurer—J. C. Peasley, Chicago, Ill.

FOR LINES WEST OF THE MISSOURI RIVER.

General Solicitor—C. F. Manderson, Omaha, Neb.
Attorney—J. W. Deweese, Lincoln, Neb.
Asst. Treasurer—J. G. Taylor, Omaha, Neb.
General Auditor—C. I. Sturgis, Chicago, Ill.
Auditor—J. G. Taylor, Omaha, Neb.
Assistant Auditor—W. P. Dundee, Omaha, Neb.
General Manager—G. W. Holdrege, Omaha, Neb.
Chief Engineer—I. S. P. Weeks, Lincoln, Neb.
General Superintendent—T. E. Calvert, Lincoln, Neb.
Division Superintendent—E. Bignell, Lincoln, Neb.
Division Superintendent—C. B. Rodgers, Wymore, Neb.
Division Superintendent—A. Campbell, McCook, Neb.
Division Superintendent—J. R. Phelan, Alliance, Neb.
Superintendent of Telegraph—C. E. Yates, Lincoln, Neb.
General Freight Agent—Geo. H. Crishy, Omaha, Neb.
Asst. General Freight Agent—Allen B. Smith, Omaha, Neb.
General Passenger Agent—J. Francis, Omaha, Neb.
Asst. General Passenger and Ticket Agent—Arthur B. Smith, Omaha, Neb.
General Baggage Agent—T. Marsland, Lincoln, Neb.
Land Commissioner—W. W. Baldwin, Burlington, Iowa.

PROPERTY OPERATED.

1. Railroad line represented by capital stock:
   - A. Main line.
   - B. Branches and spurs.
3. Line operated under lease for specified sum.
5. Line operated under trackage rights.

PROPERTY OPERATED.

NAME.	Terminals. From—	Terminals. To—	Miles of line for each road named	Miles of line for each class of roads named.
1. A.—Chicago, Burlington & Quincy R. R. Co.			635.52	
B. & M. R. R. R. in Neb.	Pacific Junction, Iowa	Kearney, Neb	195.29	
Total				830.81
B.—Chicago, Burlington & Quincy R. R. Co.	Various	Various	1483.83	
Republican Valley R. R.	York, Neb.	Central City, Neb.	41.52	
	Nemaha, Neb.	Salem, Neb.	17.60	
	Nemaha, Neb.	Beatrice, Neb.	65.20	
	Beatrice, Neb.	Wymore, Neb	11.87	
	Hastings, Neb.	Colo. state line	239.41	
	Aurora, Neb.	Grand Island Neb.	18.51	
	Aurora, Neb.	Hastings, Neb	27.75	
	Table Rock, Neb.	Amboy, Neb.	142.84	
Omaha & Southwestern R. R.	Omaha, Neb.	Oreapolis, Neb.	16.84	
	Crete, Neb.	Beatrice, Neb.	30.09	
Nebraska Railway R. R	Nemaha, Neb.	York, Neb	135.74	
	Neb. City bridge line		2.09	
Lincoln & Northwestern R. R.	Lincoln, Neb.	Columbus, Neb.	73.49	
Atchison & Nebraska R. R.	Atchison, Kas.	Lincoln, Neb.	144.95	
	Rulo bridge line		3.42	
Nebraska & Colorado R. R.	Chester, Neb.	Fairmont, Neb.	45.19	
	Kenesaw, Neb.	Oxford, Neb.	60.67	
	De Witt, Neb.	Colo. state line	298.32	
	Edgar, Neb.	Superior, Neb.	26.53	
Chicago, Neb. & Kas. R. R.	Odell Junction, Neb.	Concordia, Kas.	71.04	
Rep. Valley, Kas. & S. W. R. R.	Republican, Neb.	Oberlin, Kas.	78.23	
Burlington & Colo. R. R.	Colo. state line, Neb.	Denver, Colo.	174.89	
Colo. & Wyo. R. R.	Colo. state line, Colo	Wyo. state line, Colo	144.58	
Cheyenne & Burlington R. R.	Colo. state line, Wyo.	Cheyenne, Wyo.	29.01	

PROPERTY OPERATED—CONTINUED.

NAME.	Terminals. From—	Terminals. To—	Miles of line for each road named	Miles of line for each class of roads named.
Oxford & Kansas R. R.	Orleans, Neb.	Kansas Line, Neb.	59.61	
Beaver Valley R. R.	Neb. line, Kas	St. Francis, Kas.	74.37	
Lincoln & Black Hills R. R.	Central City, Neb.	Ericson, Neb.	62.94	
	Greeley Centre, Neb.	Burwell, Neb.	40.92	
	Palmer, Neb.	Arcadia, Neb.	54.02	
Grand Island & Wyo. Central R. R.	Grand Island, Neb.	Wyo. Line, Wyo.	401.52	
	Edgemont Junction, S. D.	Deadwood, S. D.	106.40	
	Minnekato, S. D.	Hot Springs, S. D.	13.34	
	Englewood, S. D.	Spearfish, S. D.	31.91	
Grand Island & Northwestern R. R.	Wyo. line, Wyo.	Montana line, Wyo.	227.59	
	Newcastle, Wyo.	Cambria, Wyo.	7.00	
Big Horn, So. R. R.	Montana line	Huntley, Mont.	101.74	
Denver, Utah & Pacific R. R.	Denver, Colo.	Utah Junct'n, Colo.	3.00	
	Burns Junction, Colo.	Lyons, Colo.	32.67	
Republican Valley & Wyoming R. R.	Culbertson, Neb	Imperial, Neb.	49.17	
Omaha & North Platte R. R.	Omaha, Neb.	Schuyler, Neb.	80.78	
St. Joseph & Nebraska R. R	Napier, Mo.	Boswell, Mo	5.86	
Total branches				4737.65
3. Quincy, Alton & St. Louis R. R	Quincy, Ill.	Louisiana, Mo. / Hannibal, Mo.		46.36
5. East Mo. river			51.87	
K. C., St. J. & C. B. R. R.	Neb. City bridge conne.	Neb. City, Iowa	3.65	
K. C., St. J. & C. B. R. R.	Napier Mo.	St. Joseph, Mo.	37.28	
U. P., D. & G. R. R.	Utah Junction, Colo.	Burns Junc., Colo.	11.30	
North Pacific R. R.	Huntley, Mont.	Billings, Mont.	12.90	
Total				117.00
Total mileage				5731.82

PROPERTY OPERATED—CONTINUED.

MILES OF B. & M. R. R. IN NEBRASKA.

NAME.	Terminals.		Miles of line for each road named.	Miles of line for each class of road named.
	From—	To—		
Main line			195.29	
Branches			3254.62	
Line operated under trackage rights			66.13	
Total				3515.04

CAPITAL STOCK.

Common: Number of shares authorized, 820,042; par value of shares, $100; total par value authorized, $82,004,200; total amount issued and outstanding, $82,004,200. Dividends declared during year: Rate, 1 and 1¼ per cent, 3 and 1 per cent; amount, $3,485,-114.75.

Records destroyed in Chicago fire and we cannot tell whether the stock was issued for cash or construction.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Interest.			
	Date of issue.	When due.				Rate.	When payable.	Amount accrued during year.	Amount paid during year.
C., B. & Q., 5s	1875	1895	$462000	$462000	.....	5	J. and D.	$16286 13	$16336 95
C., B. & Q., consol. mtg	1873	1903	26660000	26660000	$26660000	7	J. and J.	1865348 33	1867390 00
" Ia. Div.	1879	1919	3000000	3000000	2861000	5	A. and O.	143050 00	143050 00
" "	1879	1919	10596000	10596000	8273000	4	A. and O.	316471 09	314720 00
" 4s 1922	1882	1922	7968000	7968000	7968000	4	F. and A.	318720 00	321720 00
" 5s 1901	1876	1901	2500000	2500000	2315000	5	A. and O.	115750 00	115750 00
" Neb. ext. mtg	1887	1927	29441000	29441000	27051000	4	M. and N.	1093675 12	1095040 00
B. & M. Neb., consol. mtg	1878	1918	12894000	12894000	12894000	6	J. and J.	773640 00	773640 00
Rep. Valley	1879	1919	2504000	2504000	1078000	6	J. and J.	64680 00	64680 00
C., B. & Q., Co. I. 5s	1895	1905	2320000	2320000	2320000	5	F. and A.	48333 33	30933 33
" plain 7s	1872	1896	7034000	7034000	547500	7	J. and J.	38325 00	38325 00
" com. 5s	1890	1903	15278700	15278700	15263900	5	M. and S.	763195 00	763195 00
" plain 5s	1883	1913	9000000	9000000	9000000	5	M. and N.	450000 00	450000 00
" 4s 1921	1881	1921	4300000	4300000	4300000	4	M. and S.	172000 00	172000 00
B. & M. Neb., 4s	1880	1910	3347000	3347000	3347000	4	J. and J.	133880 00	133880 00
Bond scrip	.....	.....	189300	189300	17000	...	.....	.....	.....

FUNDED DEBT—CONTINUED.

CONTINGENT LIABILITIES FOR BRANCH ROADS.

Class of Bond or Obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Interest.			
	Date of issue.	When due.				Rate.	When payable.	Amount accrued during year.	Amount paid during year.
Atchison & Neb. R. R.	1878	1908	$1200000	$1125000	$1125000	7	M. and S.	$78750 00	$78750 00
L. & N. W. R. R.	1880	1910	600000	600000	600000	7	J. and J.	42000 00	42000 00
Neb. Ry.	1877	1906	1836000	1836000	349000	7	A. and O.	24430 00	24430 00
O. O. & F. R. V. R. R.	1870	1890	1260000	1260000	1076000	8	J. and J.	86080 00	86080 00
O. & S. W. R. R.	1871	1890	1034000	1034000	669000	8	J. and D.	53520 00	53520 00
Total	.....	.....	$143424000	$143349000	$127714400	...	.....	$6598134 00	$6523573 62

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.

Mortgage bonds—	
Amount issued	$98345000 00
Amount outstanding	91420000 00
Interest, amount accrued during year	4755954 00
Interest, amount paid during year	4681393 62
Miscellaneous obligations—	
Amount issued	45004000 00
Amount outstanding	36294400 00
Interest, amount accrued during year	1842180 00
Interest, amount paid during year	1842180 00
Total amount issued	143349000 00
Total amount outstanding	127714400 00
Total amount interest accrued during year	6598134 00
Total amount interest paid during year	6523573 62

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash	$5213817 49
Bills receivable	1670495 89
Due from agents	11611 11
Due from solvent companies and individuals	1039816 52
Other cash assets*	9732 84
Total—Cash and current assets	$7945473 85

Current Liabilities Accrued to and Including June 30, 1895.

Loans and bills payable	$1703170 76
Audited vouchers and accounts	1562754 89
Wages and salaries	414242 87

* Materials and supplies on hand, $1257544.88.

Net traffic balances due to other companies	$335370 13
Dividends not called for	93 50
Matured interest coupons unpaid (including coupons due July 1)	1653967 75
Miscellaneous	37922 77
Total—Current liabilities	$5707522 67
Balance—Cash assets	2237951 18
Total	$7945473 85

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

Account.	Total Amount Outstanding.	Amount Per Mile of Line.	
		Miles.	Amount.
Capital stock	$82004200 00	5568.46	$14726 55
Bonds	127714400 00	5568.46	22935 32
Total	$209718600 00	5568.46	$37661 87

B. For Mileage Operated by Road Making this Report (Trackage Excluded), the Operations of Which Are Included Rights in the Income Account.

Quincy, Alton & St. Louis Ry.:

Capital stock	$970100 00
Funded debt	840000 00
Total	$1810100 00
Miles	46.36
Amount per mile of line	$39044 00

Chicago, Burlington & Quincy R. R.:

Capital stock	$82004200 00
Funded debt	127714400 00
Express cash assets over current liabilities—credit	3495496 06
Total	$206223103 94
Miles	5568.46
Amount per mile of line	$37034 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures During Year.	
	B. & M. R. R. in Neb. and branches, charged to construction and equipment.	Not included in operating expenses charged to construction or equipment, whole line
Construction:		
Right of way	$32763 37	$63438 84
Fences	28027 59	28027 59
Grading and bridge and culvert masonry	11402 83	11402 83
Bridges and trestles	54062 70	52323 78
Rail, Ties, Other superstructure,	214462 66	218020 22
Buildings, furniture, and fixtures	25380 47	25380 47
Engineering expenses	1816 04	1816 04
Discount on securities sold for construction	31097 08	227670 37
Telegraph line	284 52	284 52
Road built by contract	1160732 17	1160732 17
Other items	5823 42	11590 29
Total construction	$1503658 69	$1345346 38
Equipment:		
Freight cars	$3690 00	$21641 06
Other cars of all classes	23020 69	23020 69
Shop machinery and tools	3433 06	3433 06
Total equipment	$30143 75	$48094 81
Grand total cost construction, equipment, etc	$1533802 44	$1393441 19

Total cost to June 30, 1894, $201501880.91.

Total cost to June 30, 1895, $202895322.10.

Cost per mile, $36436.52.

INCOME ACCOUNT.

Gross earnings from operation	$123632170 97	
Less operating expenses	114645863 99	
Income from operation		$8986306 98
Dividends on stocks owned	$983291 30	
Interest on bonds owned	808906 39	
Miscellaneous income—less expenses,	73526 05	
Income from other sources		1865723 74
Total income		$10852030 72
Deductions from income:		
Interest on funded debt accrued,	$6598134 00	
Rents paid for lease of road	249216 15	
Taxes	1334021 91	
Other deductions	705790 29	
Total deductions from income		8887162 35
Net income		$1964868 37
Dividends, 1 @ 1¼ per cent, 1 @ 1 per cent, common stock		3485114 75
Deficit from operations of year ending June 30, 1895		$1520246 38
Surplus on June 30, 1894		10798736 79
Deficit on June 30, 1895		$9278490 41

EARNINGS FROM OPERATION.

B. & M. R. R. IN NEB.

Item.	Total Receipts.	Actual Earnings.
Passenger revenue		$1884532 46
Mail		424889 44
Express		305889 96
Extra baggage and storage		42184 77
Total passenger earnings		$2657496 63
Freight revenue		$5287775 62
Stock yards		1509 85
Total freight earnings		$5289285 47
Other earnings from operation:		
Switching charges—Balance	$42644 96	
Telegraph companies	23303 37	
Rents from tracks, yards, and terminals	45948 89	
Other sources	2611 42	
Total other earnings		114508 64
Total gross earnings from operation—B. & M. R. R. in Neb		$8061290 74
Total gross earnings from operation—Entire line		$23632170 97

STOCKS OWNED.

A. RAILWAY STOCKS.

Name.	Total Par Value.
Burlington & Northwestern Ry	$123950 00
Burlington & Western Ry	856801 82
Chicago, Burlington & Kansas City Ry	8000000 00
Chicago, Burlington & Northern R. R.	12079300 00
Hannibal & St. Joseph R. R.	14244900 00
Kansas City, St. Joseph & Council Bluffs R. R.	5263293 00
Kansas City & Northwestern R. R.	617 22
Kansas City, Ft. Scott & Memphis R. R.	63700 00
Total	$40632562 04
Income or dividend received	978416 30
Valuation	21620432 25

B. OTHER STOCKS.

Atchison Union Depot Co.	$9000 00
Hannibal Union Depot Co	7800 00
Keokuk Union Depot Co	20000 00
St. Joseph Union Depot Co	2000 00
Peoria Union Elevator Co.	200000 00
Union Elevator Co., Council Bluffs	46700 00
St. Louis United Elevator Co	195000 00
Interstate Industrial Exposition	1500 00
Nebraska Exposition Ass'n	6675 00
Chicago Union Transfer Ry	80000 00
Total	$568675 00
Income or dividend received	4875 00
Valuation	170168 07
Grand total—A and B	$41201237 04
Income or dividend received—A and B	983291 30
Valuation—A and B	21790600 32

BONDS OWNED.

A. RAILWAY BONDS.

Name.	Total Par Value.
Burlington & Northwestern Ry	$220000 00
Burlington & Western Ry	571201 21
Chicago, Burlington & Kansas City Ry. (note)	820000 00
Chicago, Burlington & Northern R. R.	1948500 00
Hannibal & St. Joseph R. R	50000 00
Humeston & Shenandoah R. R	1342000 00
Kansas City, St. Joseph & Council Bluffs R. R. (note),	480000 00
St Louis, Keokuk & Northwestern R. R	10150000 00
Chicago, Burlington & Quincy R. R	96200 00
Burlington & Mo. River R. R. in Neb	893200 00
Republican Valley R. R	70600 00
Tarkio Valley R. R	118082 50
Nodaway Valley R. R	93000 00
Quincy, Alton & St. Louis R. R.	41000 00
Total	$16893783 71
Income or interest received	780756 39
Valuation	16096199 81

B. OTHER BONDS.

Atchison Union Depot Co	$4500 00
Peoria Union Elevator Co	285000 00
St. Louis United Elevator Co	97500 00
Wapello Coal Co	460000 00
Total	$847000 00
Grand total—A and B	$17740783 71
Income or interest received	808906 39
Valuation	16858199 81

RENTALS RECEIVED.

Rents received from lease of tracks, yards, and terminals	$239178 12

MISCELLANEOUS INCOME.

Land grant	$73526 05

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway, Renewals of rails, Renewals of ties	$2450810 52
Repairs and renewals of bridges and culverts	432376 73
Repairs and renewals of fences, road crossings, signs, and cattle guards	60195 36
Repairs and renewals of buildings and fixtures,	147367 26
Repairs and renewals of docks and wharves	1049 35
Repairs and renewals of telegraph	75284 25
Total	$3167083 47
Maintenance of equipment:	
Repairs and renewals of locomotives	$1011517 68
Repairs and renewals of passenger cars, Repairs and renewals of freight cars, Repairs and renewals of work cars	872478 10
Total	$1883995 78
Conducting transportation:	
Engine and roundhouse men	$1455823 02
Fuel for locomotives	1498664 61
Water supply for locomotives	198802 17
Oil, tallow, and waste for locomotives, Other supplies for locomotives	338696 15

Train service	$1249422 73
Train supplies and expenses	437362 43
Switchmen, flagmen, and watchmen	645818 17
Telegraph expenses	293974 09
Station service	1193294 73
Station supplies	449844 84
Car mileage—balance	104378 59
Loss and damage ... / Injuries to persons ..	240968 61
Advertising and printing	72979 77
Outside agencies	214435 78
Total	$8394465 69

General expenses:

Salaries of general officers ..... / Salaries of clerks and attendants	$788854 35
General office expenses and supplies	168532 11
Insurance	138062 92
Law expenses	100301 53
Other expenses	4568 14
Total	$1200319 05

Recapitulation of expenses:

Maintenance of way and structures	$3167083 47
Maintenance of equipment	1883995 78
Conducting transportation	8394465 69
General expenses	1200319 05
Grand total	$14645863 99

Percentage of expenses to earnings—Entire line.....61.97 per cent.

Operating expenses—B. & M. R. R. in Neb.:

Maintenance of way and structures	$1336780 31
Maintenance of equipment	760578 47
Conducting transportation	3077893 36
General expenses	403508 79
Total	$5578760 93

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Cash.
K. C., St. J. & C. B. R. R	$37272 87
Union Pacific R. R.	3096 07
Omaha Bridge & Terminus Ry. Co	1883 42
Summit Fuel & Feed Co	20 00
Union Pacific, D. & G. R. R.	3748 88
Mo. Pac. Ry	290 50
Northern Pacific R. R	9043 50
Lines east Missouri river	193860 91
Total	$249216 15

B. RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

Amounts paid for use of union depots and other terminals are charged to the different operating accounts to which they belong.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1894. Total.	ASSETS.	June 30, 1895. Total.	Year Ending June 30, 1895. Increase.	Year Ending June 30, 1895. Decrease.
$201501880 91	Cost of road..... Cost of equipment.....	$202895322 10	$1393441 19	.....
22400978 00	Stocks owned.....	21790600 32	.....	$610377 68
16449499 81	Bonds owned.....	16858199 81	408700 00	.....
2439700 17	Other permanent investments.....	2452199 78	12499 61	.....
718855 26	Lands owned.....	718283 25	.....	572 01
5710614 43	Cash and current assets.....	7945473 85	2234859 42	.....
	Other assets—			
1339994 91	Materials and supplies.....	1257544 88	.....	82450 03
8502982 02	Sinking fund.....	9229750 17	726768 15	.....
$259064505 51	Grand total.....	$263147374 16	$4082868 65	.....

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1894. Total.	LIABILITIES.	June 30, 1895. Total.	Year ending June 30, 1895. Increase.	Year ending June 30, 1895. Decrease.
$82004200 00	Capital stock.....	$82004200 00	.....	.....
124744400 00	Funded debt.....	127714400 00	$2970000 00	.....
3951116 44	Current liabilities...	5707522 67	1756406 23	.....
13287399 36	Sinking funds.....	14512137 90	1224738 54	.....
9000000 00	Renewal fund.....	9000000 00	.....	.....
8726 59	Accrued interest on funded debt not yet payable.....	74560 38	83286 97	.....
522778 44	Current accounts, balance.....	293955 35	.....	$228823 09
10807463 38	Income account.....	9278490 41	.....	1528972 97
14755874 48	Profit and loss.....	14562107 45	.....	193767 07
$259064505 51	Grand total.....	$263147374 16	$4082868 65	.....

IMPORTANT CHANGES DURING THE YEAR—STATE OF NEBRASKA.

Miles.

1. All extensions of road put in operation.

   Alger to Huntley, Montana 121.93

   Huntley to Billings 12.90

2. Decrease in mileage by line abandoned or line straightened.

   Small changes on account of remeasurements and changes at junction points add..... 1.41

   Total increase.....136.24

3. All new bonds issued.

   C., B. & Q., consolidated mtg., 7s, 1903, increased..$1016000

   C., B. & Q. Iowa Div., 5s, 1905, increased..... 303000

   C. B. & Q., C. & Ia., 5s, 1905, new issue 2320000

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

1. Express companies.
   Adams Express Co.

2. Sleeping car companies.
   Pullman Palace Car Co., for sleeping cars.

3. Other railroad companies.
   K. C., St. J. & C. B. R. R. Track in Missouri.
   Union Pacific Ry. Track in Nebraska.
   U. P., D. & G. R. R. Track in Colorado.
   Northern Pacific R. R. Track in Montana.

4. Telegraph companies.
   Western Union Telegraph Co.

A considerable portion of the telegraph lines along the main line of the road in Illinois and most of its branches was built prior to 1872, at which time the road was consolidated with the Iowa property, on which latter there was a telegraph system built entirely by the railroad company; and the same is true of the telegraph line along that portion of the railroad west of the Missouri river, which was consolidated about 1880 with the road east of the Missouri river.

In 1872, a written contract, to run for twenty-five years, was made with the Western Union Telegraph Co., which contract was, in its commercial features, subsequently extended over all portions of the road.

By the terms of this contract the railroad company agreed to build a telegraph line along its road and branches; and, if a second line was needed, the telegraph company was to furnish the poles and the railroad company the labor. It was also agreed that whenever the railroad company should require the exclusive use of one wire, the telegraph company should furnish the material and machinery for an additional wire and the railroad company should furnish the labor for putting up such wire. The telegraph company agreed to furnish all poles, wire, and insulators, and the stationery for

commercial business, necessary for the maintenance, repair, and operation of the telegraph wires along the company's road. The railroad company agreed to transport the officers and employees of the telegraph company free, when traveling on company's business. The telegraph company was to furnish main batteries and a certain amount of free service to points off the line of the railroad.

The contract also provides that the railroad company's agents shall do commercial telegraphing at all stations, and the receipts are divided in certain proportions. This contract will soon expire and no steps have yet been taken for its renewal. Under its operation the telegraph company constructed some independent wires on the railroad company's property; and the parties are not agreed upon the question of ownership.

No other telegraph company operates lines over this road.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged. From—	To—	Miles.	What Securities Mortgaged.
C., B. & Q., plain 7s, 1896	No security.			
C., B. & Q., consol. mtg., 7s, 1903	Chicago Peoria Yates City Turner Junction	Quincy E. Burlington Lewiston Aurora	400.11	$6640500 00
C., B. & Q., 5s, 1901	.....	.....	.....	2500000 00
C., B. & Q., Iowa Div., 5s, 1919 " Iowa Div., 4s, 1919	Burlington Main track in Council Red Oak Chariton Creston Second track	E. Plattsmouth Bluffs Hamburg Leon Hopkins	470.45	5757680 00
" 4s, 1921	No security.			
" 4s, 1922	.....	.....	.....	8539000 00
" plain 5s, 1913	No security.			
" Nebr. Exty., 4s, 1927	Aurora	Hastings	27.75	28886200 00
B. & M., Neb., consol. mtg., 6s, 1918	Plattsmouth Land grant	Kearney	192.36	4270000 00
B. & M., plain 4s, 1910	No security.			
Rep. Valley, 6s, 1919	West line of Franklin Co., Neb	West line of Red Willow Co., Neb.	89.90	
C., B. & Q., con. 5s, 1903	No security.			
" C. & I., 5s, 1905	.....	.....	.....	2320000 00

EMPLOYEES AND SALARIES.

STATE OF NEBRASKA.

Class.	Number.	Total yearly compensation.	Average daily compensation.
General officers	43	$143239 92	$9 13
General office clerks	217	204879 24	3 01
Station agents	234	146164 08	1 71
Other station men	232	136645 97	1 88
Enginemen	190	246542 00	3 55
Firemen	179	140643 54	2 15
Conductors	123	143632 66	3 20
Other trainmen	233	173064 21	2 03
Machinists	230	197717 20	2 75
Carpenters	322	221759 15	2 20
Other shopmen	697	342620 39	1 57
Section foremen	349	192769 20	1 51
Other trackmen	782	299555 59	1 22
Switchmen, flagmen, and watchmen	153	119287 06	2 14
Telegraph operators and dispatchers	125	94547 54	2 07
All other employees and laborers	301	157427 61	1 67
Distribution of above:			
General administration	260	348119 16	4 16
Maintenance of way and structures	1553	766559 81	1 52
Maintenance of equipment	1027	592813 46	1 84
Conducting transportation	1570	1253002 93	2 25
Total (including "general officers")—Nebraska	4410	$2960495 36	$2 02
Less "general officers"	43	143239 92	
Total (excluding "general officers")—Nebraska	4367	$2817155 44	$1 94
Total (including "general officers")—entire line	16893	10477434 21	1 86

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—B. & M. R. R. IN NEB.

Passenger traffic:

Number of passengers carried earning revenue, 1195622.
Number of passengers carried one mile, 74128466.
Number of passengers carried one mile per mile of road, 21089.
Average distance carried, 62 miles.
Total passenger revenue, $1884532.46.
Average amount received from each passenger, $1.57619.
Average receipts per passenger per mile, $0.02542.
Total passenger earnings, $2657496.63.
Passenger earnings per mile of road, $756.04.
Passenger earnings per train mile, $1.00301.

Freight traffic:

Number of tons carried of freight earning revenue, 2538548.
Number of tons carried one mile, 398552073.
Number of tons carried one mile per mile of road, 113385.
Average distance haul of one ton, 157 miles.
Total freight revenue, $5287775.62.
Average amount received for each ton of freight, $2.08299.
Average receipts per ton per mile, $0.01327.
Total freight earnings, $5289285.47.
Freight earnings per mile of road, $1504.75.
Freight earnings per train mile, $1.28515.

Passenger and freight:

Passenger and freight revenue, $7172308.08.
Passenger and freight revenue per mile of road, $2040.46.
Passenger and freight earnings, $7946782.10.
Passenger and freight earnings per mile of road, $2260.79.
Gross earnings from operation, $8061290.74.
Gross earnings from operation per mile of road, $2293.37.
Gross earnings from operation per train mile, $1.19158.
Operating expenses, $5578760.93.
Operating expenses per mile of road, $1587.17.
Operating expenses per train mile, $0.82462.

Income from operation, $2482529.81.

Income from operation per mile of road, $706.26.

Train mileage:

Miles run by passenger trains, 2649527.

Miles run by freight trains, 4115681.

Total mileage trains earning revenue, 6765208.

Mileage of loaded freight cars—north or east, south or west, 54612657.

Mileage of empty freight cars—north or east, south or west, 24302640.

Average number of freight cars in train, 19.17.

Average number of loaded cars in train, 13.27.

Average number of empty cars in train, 5.9.

Average number of tons of freight in train, 96.84.

Average number of tons of freight in each loaded car, 7.3.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Passenger traffic:

Number of passengers carried earning revenue—east Missouri river, 7180722; west Missouri river, 1195622.

Number of passengers carried one mile, 253045044.

Number of passengers carried one mile per mile of road, 44147.

Average distance carried—east Missouri river, 25 miles; west Missouri river, 62 miles.

Total passenger revenue, $5522417.91.

Average amount received from each passenger—east Missouri river, $0.50662; west Missouri river, $1.57619.

Average receipts per passenger per mile, $0.02182.

Total passenger earnings, $7658877.92.

Passenger earnings per mile of road, $1336.20.

Passenger earnings per train mile, $1.07881.

Freight traffic:

Number of tons carried of freight earning revenue—east Missouri river, 6870597; west Missouri river, 2538548.

Number of tons carried one mile, 1672424411.
Number of tons carried one mile per mile of road, 291779.
Average distance haul of one ton—east Missouri river, 185 miles; west Missouri river, 157 miles.
Total freight revenue, $15101834.26.
Average amount received for each ton of freight—east Missouri river, $1.42841; west Missouri river, $2.08299.
Average receipts per ton per mile, $0.00903.
Total freight earnings, $15116641.69.
Freight earnings per mile of road, $2637.32.
Freight earnings per train mile, $1.35123.

Passenger and freight:
Passenger and freight revenue, $20624252.17.
Passenger and freight revenue per mile of road, $3598.20.
Passenger and freight earnings, $22775519.61.
Passenger and freight earnings per mile of road, $3973.52.
Gross earnings from operation, $23632170.97.
Gross earnings from operation per mile of road, $4122.98.
Gross earnings from operation per train mile, $1.29231.
Operating expenses, $14645863.99.
Operating expenses per mile of road, $2555.19.
Operating expenses per train mile, $0.80090.
Income from operation, $8986306.98.
Income from operation per mile of road, $1567.79.

Train mileage:
Miles run by passenger trains, 7099403.
Miles run by freight trains, 11187319.
Total mileage trains earning revenue, 18286722.
Mileage of loaded freight cars—north or east, south or west, 161469892.
Mileage of empty freight cars—north or east, south or west, 77674957.
Average number of freight cars in train, 21.37.
Average number of loaded cars in train, 14.43.
Average number of empty cars in train, 6.94.
Average number of tons of freight in train, 149.49.
Average number of tons of freight in each loaded car, 10.35.

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
		Number.	Name.	Number.	Name.
Locomotives—Owned:					
Passenger / Freight	290	290	Westinghouse	147	Janney.
Switching	39	39	Westinghouse	4	Janney.
Total locomotives in service	329	329		151	
Cars—Owned:					
In passenger service—					
First-class cars / Second-class cars	152	152	Westinghouse	152	Janney.
Combination cars	48	48	Westinghouse	48	Janney.
Dining cars	2	2	Westinghouse	2	Janney.
Parlor cars	1	1	Westinghouse	1	Janney.
Baggage, express, and postal cars	65	65	Westinghouse	65	Janney.
Total	268	268		268	
In freight service—					
Box cars	4164	2036	Westinghouse	1613	Janney.
Flat cars	1823	64	Westinghouse	57	Janney.
Stock cars	1691	790	Westinghouse	780	Janney.
Coal cars	700	700	Westingh'se	655 45	Janney. Gould.
Refrigerator cars	83	75	Westinghouse	76	Janney.
Total	8461	3665		3226	
In company's service—					
Officers' and pay cars	3	3	Westinghouse	3	Janney.
Derrick cars	4				
Caboose cars	137				
Other road cars	7				
Total	151	3		3	
Total cars in service	8880				

MILEAGE.

A. Mileage of Road Operated (All Tracks).

Line in Use.	Line Represented by Capital Stock.		Line Operated under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	Rails.	
	Main Line.	Branches and Spurs.					Iron.	Steel.
Miles of single track	830.81	4737.65	46.36	117.00	5731.82	121.93	590.05	5024.77
Miles of second track	293.29	1.60	.....	.....	294.88	.....	.....	294.88
Miles of third track	30.26	.....	.....	.....	30.26	.....	.....	30.26
Miles of yard track and sidings	521.17	625.13	4.22	.....	1150.52	.....	572.92	577.60
Total mileage operated (all tracks)	1675.52	5364.38	50.58	117.00	7207.48	.....	1162.97	5927.51

MILEAGE—CONTINUED.

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OR TERRITORY.	Line Represented by Capital Stock.		Line Operated under Lease.	Total Mileage Owned.	Line Operated under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	Rails.	
	Main Line.	Branches and Spurs.						Iron.	Steel.
Illinois	356.69	901.97	46.36	1305.02	24.44	1329.46	.....	145.38	1159.64
Iowa	282.51	472.52	.....	755.03	29.56	784.59	.....	149.94	605.09
Missouri	.....	118.62	.....	118.62	38.80	157.42	.....	13.54	105.08
Nebraska	191.61	2061.72	.....	2253.33	.....	2253.33	.....	275.25	1978.08
Kansas	.....	259.81	.....	259.81	.....	259.81	.....	5.94	253.87
Colorado	.....	355.14	.....	355.14	11.30	366.44	.....	.....	355.14
South Dakota	.....	200.53	.....	200.53	.....	200.53	.....	.....	200.53
Wyoming	.....	265.60	.....	265.60	.....	265.60	20.19	.....	265.60
Montana	.....	101.74	.....	101.74	12.90	114.64	101.74	.....	101.74
Total mileage operated (single track)	830.81	4737.65	46.36	5614.82	117.00	5731.82	121.93	590.05	5024.77

MILEAGE—STATE OF NEBRASKA.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

LINE IN USE.	Line Represented by Capital Stock.		Total Mileage Operated.	Rails.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track	191.61	2061.72	2253.33	275.25	1978.08
Miles of yard track and sidings	83.03	250.70	333.73	257.17	76.56
Total mileage operated (all tracks)	274.64	2312.42	2587.06	532.42	2054.64

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

STATE OF NEBRASKA.	Line Represented by Capital Stock.		Total Mileage Owned.	Total Mileage Operated	Rails.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Nebraska	191.61	2061.72	2253.33	2253.33	275.25	1978.08

RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight Per Yard.	Average Price per Ton at Distributing Point.
Steel	3269.43	65 lbs.	$26.00

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Pine	7686	35 cts.
Cedar	116839	35 cts.
Oak	350925	45 cts.
Total	475450	

CONSUMPTION OF FUEL BY LOCOMOTIVES—B. & M. R. R. IN NEB.

Coal, tons, bituminous:	
Passenger	81998
Freight	228381
Switching	29486
Construction	8357
Total	348222
Average cost at distributing point	$1.72
Wood, cords, hard and soft:	
Passenger	2163
Freight	5084
Switching	630
Construction	171
Total	8048
Average cost at distributing point	$1.99
Total fuel consumed, tons:	
Passenger	83440
Freight	231771
Switching	29906
Construction	8471
Total	353588
Miles run:	
Passenger	2622117
Freight	5301671
Switching	1141024
Construction	284549
Total	9349361
Average pounds consumed per mile:	
Passenger	63.64
Freight	87.43
Switching	52.42
Construction	59.54
Total	75.64

ACCIDENTS TO PERSONS.

STATE OF NEBRASKA.

Kind of Accident.	Employees.							
	Trainmen.		Switchmen, Flagmen, and Watchmen.		Others Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling	.....	1	.....	.....	.....	.....	.....	1
Falling from trains and engines	2	1	.....	.....	.....	1	2	2
Collisions	.....	1	.....	.....	.....	1	.....	2
Derailments	3	1	.....	.....	1	1	4	2
At stations	.....	.....	.....	1	.....	3	.....	4
Total	5	4	.....	1	1	6	6	11

ACCIDENTS TO PERSONS.

STATE OF NEBRASKA.

Kind of Accident.	Passengers.		Others.					
			Tresspassing.		Not tresspassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
At highway crossings...	.....	.....	2	.....	5	1	7	1
At stations.....	.....	1	3	2	.....	.....	3	2
Other causes.....	3	1	1	1	.....	.....	4	2
Total	3	2	6	3	5	1	14	5

CHARACTERISTICS OF ROAD—STATE OF NEBRASKA.

BRIDGES, TUNNELS.

Item.	Number.	Aggregate length, feet.	Minimum length, feet.	Maximum length, feet.	Item.	Number.	Height of lowest above surface of rail, feet.
Bridges:					Overhead highway crossings:		
Iron	53	6264	20	995	Bridges.....	28	19
Wooden..	1801	144793	7	3960	Overhead railway crossings:		
Total...	1854	151057			Bridges.....	10	19
Tunnels	1	694			Tunnels..	1	20

Gauge of track, 4 feet 8½ inches.

ANNUAL REPORT

OF THE

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1895.

HISTORY.

1. Name of common carrier making this report? Chicago, St. Paul, Minneapolis & Omaha Railway Company.

2. Date of organization? May 25, 1880. By consolidation.

3. Under laws of what government, state, or territory organized? If more than one name all; give reference to each statute and all amendments thereof. Organized under laws of Wisconsin by consolidation. Power to own and operate railroads in Minnesota, see chapters 219, 228, and 262, Special Laws of Minnesota, 1881. Same powers in Nebraska, chapter 106, Laws of Nebraska, 1879. Same powers in Iowa, chapter 119, Laws of Iowa, 1882. Same powers in South Dakota, section 450, Dakota Code.

4. If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same. This company was formed by the consolidation of the Chicago, St. Paul & Minneapolis and the North Wisconsin Railway Companies. The former was organized under chapter 119 of the General Laws of Wisconsin, 1872, as amended by chapter 144, General Laws,

1877. The latter was organized under chapter 73, Revised Statutes of Wisconsin for 1858.

5. Date and authority for each consolidation? May 25, 1880. Chapter 260, Laws of Wisconsin, 1880, amending section 1833, chapter 87, Revised Statutes of Wisconsin, 1878.

ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Marion Hughitt, Chicago, Ill., June, 1896.
David P. Kimball, Boston, Mass., June, 1896.
Edwin W. Winter, St. Paul, Minn., June, 1896.
Byron L. Smith, Chicago, Ill., June, 1896.
Chauncey M. Depew, New York City, N. Y., June, 1896.
Martin L. Sykes, New York City, N. Y., June 1897.
John L. Whitman, Chicago, Ill., June, 1897.
Thomas Wilson, St. Paul, Minn., June, 1897.
John A. Humbird, St. Paul, Minn., June, 1897.
Albert Keep, Chicago, Ill., June, 1898.
Cornelius Vanderbilt, New York City, N. Y., June, 1898.
Wm. K. Vanderbilt, New York City, N. Y., June, 1898.
H. McK. Twombly, New York City, N. Y., June, 1898.

Total number of stockholders at date of last election? 1202.

Date of last meeting of stockholders for election of directors? June 8, 1895.

Give post-office address of general office? St. Paul, Minn.

Give post-office address of operating office? St. Paul, Minn.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, L. A. Robinson; title, auditor; address, St. Paul, Minn.

OFFICERS.

TITLE, NAME, AND LOCATION OF OFFICE.

President—Marvin Hughitt, Chicago, Ill.
Vice President—M. L. Sykes, New York City, N. Y.
Secretary—E. E. Woodman, Hudson, Wis.
Treasurer—M. L. Sykes, New York City, N. Y.
Assistant Treasurer—S. E. Howe, New York City, N. Y.
General Counsel—Thomas Wilson, St. Paul, Minn.
Attorney—S. L. Perrin, St. Paul, Minn.
Auditor—L. A. Robinson, St. Paul, Minn.
Local Treasurer—C. P. Nash, St. Paul, Minn.
General Manager—E. W. Winter, St. Paul, Minn.
Chief Engineer—C. W. Johnson, St. Paul, Minn.
General Superintendent—W. A. Scott, St. Paul, Minn.
Division Superintendent—James McCabe, St. Paul, Minn.
Division Superintendent—A. W. Trenholm, Spooner, Wis.
Division Superintendent—Hugh Spencer, Mankato, Minn.
Division Superintendent—H. S. Jaynes, Omaha, Neb.
Purchasing Agent—W. H. S. Wright, St. Paul, Minn.
Superintendent of Telegraph—H. C. Hope, St. Paul, Minn.
General Freight Agent—James T. Clark, St. Paul, Minn.
Asst. General Freight Agent—H. M. Pearce, St. Paul, Minn.
General Passenger Agent—T. W. Teasdale, St. Paul, Minn.
General Baggage Agent—E. F. Woods, St. Paul, Minn.
Car Accountant—A. Drezmal, St. Paul, Minn.
General Claim Agent—E. L. Poole, St. Paul, Minn.
Acting Land Commissioner—G. W. Bell, Hudson, Wis.

PROPERTY OPERATED—STATE OF NEBRASKA.

1. Railroad line represented by capital stock:
   A. Main line.
   B. Branches and spurs.
2. Line operated under trackage rights.

PROPERTY OPERATED—CONTINUED.

NAME.	Terminals. From—	Terminals. To—	Miles of line for each road named.	Miles of line for each class of roads named.
1. A.—C., St. P., M. & O. Ry	Missouri River	Omaha	122.12	122.12
B.	Coburn Junction	Newcastle	26.95	
	Emerson	Norfolk	46.50	
	Wakefield	Hartington	33.76	
	Wayne	Bloomfield	43.14	150.35
2. Sioux Cy. Bridge Co.	Bridge across Missouri	river	2.10	2.10
Total				274.57

PROPERTY OPERATED—CONTINUED.

1. Railroad line represented by capital stock:
   A. Main line.
   B. Branches and spurs.

2. Proprietary companies whose entire capital stock is owned by this company.

3. Line operated under trackage rights.

PROPERTY OPERATED—CONTINUED.

NAME.	Terminals. From—	Terminals. To—	Miles of line for each road named.	Miles of line for each class of roads named.
1. A—C., St. P., M. & O. Ry.	Elroy	St. Paul	195.17	
	North Wis. Jct.	Bayfield	178.24	
	Eau Claire	Spooner	81.51	
	Superior Jct.	Itasca St. Switch	60.57	
	St. Paul	Le Mars	243.76	
	Mo. riv. at Covington	Omaha	123.06	882.31
B.	St. Croix draw bridge	Stillwater Switch	4.55	
	Stillwater Jct.	Stillwater	3.30	
	River Falls Jct.	Ellsworth	24.82	
	Merrillan	Marshfield	38.67	
	Ashland Jct.	Ashland	4.38	
	Ashland shore line		1.31	
	West Eau Claire	Shaw's Mills	2.74	
	Fairchild	Mondovi	37.00	
	Menomonie Jct.	Menomonie City	3.01	
	Menomonie Jct.	Cedar Falls	2.01	
	Lake Crystal	Elmore	43.48	
	Heron Lake	Pipestone	55.10	
	Sioux Falls Jct.	Mitchell	130.73	
	Luverne	Doon	28.00	
	Coburn Jct.	New Castle	26.95	
	Emerson	Norfolk	46.50	
	Wakefield	Hartington	33.76	
	Wayne	Bloomfield	43.14	529.45
2. Superior Short Line Ry.	Superior City	Connor's Point	8.28	
	Rice's Point	Duluth	2.60	10.88
3. St. Louis River Bridge (U. P. R. R.)	West Superior	Rice's Point	1.59	
Great Northern Ry.	St. Paul	Minneapolis	11.40	
Minneapolis & St. Louis R. R.	Minneapolis	Merriam Jct.	27.00	

PROPERTY OPERATED—CONTINUED.

NAME.	Terminals.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
3. Illinois Central R. R.	Le Mars	Sioux City	25.20	
Sioux City Bridge Co.	Bridge across Mo. river	and tracks at Sioux City	3.90	
Sioux City & Pacific R. R.	Sioux City	Sioux City bridge track	50	69.59
Total				1492.23

NAME OF ALL PROPERTY, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Owns land grants in Wisconsin.

CAPITAL STOCK.

Common:	
Number of shares authorized	300000
Par value of shares	$100 00
Total par value authorized	30000000 00
Total amount issued and outstanding	21403293 35
Preferred:	
Number of shares authorized	200000
Par value of shares	$100 00
Total par value authorized	20000000 00
Total amount issued and outstanding	12646833 31
Dividends declared during year—	
Rate	7 per cent
Amount	$787976 00
Total:	
Number of shares authorized	500000
Par value of shares	$100 00
Par value authorized	50000000 00
Amount issued and outstanding	34050126 66
Amount dividends declared during year	787976 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash—Common:	
Total number shares issued and outstanding	53462
Total cash realized	$2255864 73

Issued for cash—Preferred:	
Total number shares issued and outstanding.....	20466
Total cash realized	$2058853 00
Issued for reorganization—Common:	
Total number shares issued and outstanding.....	69331
Issued for reorganization—Preferred:	
Total number shares issued and outstanding.....	29333
Issued for purchase—Common:	
Total number shares issued and outstanding.....	62800
Issued for purchase—Preferred:	
Total number shares issued and outstanding ...	62800
Issued and on hand—Common:	
Total number shares issued and outstanding ...	28440
Issued and on hand—Preferred:	
Total number shares issued and outstanding ...	13869
Total:	
Total number shares issued and outstanding ...	340501
Total cash realized	$4314717 73

NOTE.—The Chicago, St. Paul & Minneapolis Ry. and the North Wisconsin Ry. Co.'s were consolidated May 25, 1880, under the title of the Chicago, St. Paul, Minneapolis & Omaha Ry. Co. The last named Co.'s stock was issued in exchange for the stock of the first named two companies at the rate of $1\frac{1}{3}$ shares C., St. P., M. & O. stock for one share of the other company's stock. The capital stock of the two companies consolidated was as follows:

Chicago, St. Paul & Minneapolis Ry. Co.:	
Common	$4000000 00
Preferred	1000000 00
North Wisconsin Ry. Co.:	
Common	$1200000 00
Preferred.....	1200000 00

The C., St. P., M. & O. Ry. Co. purchased the St. Paul & Sioux City R. R., paying for the same by exchanging its stock for that of the first named company, share for share, as follows:

Common	$6280000 00
Preferred	6280000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

First mortgage, issued 1878, due 1918:	
Amount of authorized issue	$3000000 00
Amount issued	3000000 00
Amount outstanding	3000000 00
Cash realized on amount issued, assumed with road.	
Interest, 6 per cent; payable May 1 and November 1; accrued during year	180000 00
Amount interest paid during year	179835 00
First mortgage, issued 1880, due 1930:	
Amount of authorized issue	800000 00
Amount issued	800000 00
Amount outstanding	800000 00
Cash realized on amount issued, assumed with road.	
Interest, 6 per cent; payable January 1 and July 1; accrued during year	48000 00
Amount interest paid during year	48000 00
First mortgage, issued 1878, due 1908:	
Amount of authorized issue	125000 00
Amount issued	125000 00
Amount outstanding	125000 00
Cash realized on amount issued, assumed with road.	
Interest, 8 per cent; payable January 1 and July 1; accrued during year	10000 00
Amount interest paid during year	10000 00
First mortgage, issued 1879, due 1919:	
Amount of authorized issue	6070000 00
Amount issued	6070000 00
Amount outstanding	6070000 00

Cash realized on amount issued, assumed with road.	
Interest, 6 per cent; payable April 1 and October 1; accrued during year	$364200 00
Amount interest paid during year	363060 00
First mortgage, issued 1878, due 1908:	
Amount of authorized issue	334800 00
Amount issued	334800 00
Amount outstanding	334800 00
Cash realized on amount issued, assumed with road.	
Interest, 7 per cent; payable January 1 and July 1; accrued during year	23436 00
Amount interest paid during year	23483 25
Consolidated mortgage, issued 1880, due 1930:	
Amount of authorized issue	30000000 00
Amount issued	10225625 00
Amount outstanding	10225625 00
Cash realized on amount issued	9908000 08
Amount issued	3780375 00
Amount outstanding	3780375 00
Cash realized on amount issued, issued in exchange.	
Interest, 6 per cent; payable June 1 and December 1; accrued during year	804780 00
Amount interest paid during year	799230 00
First mortgage, issued 1890, due 1915:	
Amount of authorized issue	400000 00
Amount issued	400000 00
Amount outstanding	400000 00
Cash realized on amount issued, assumed with road.	
Interest, 5 per cent; payable May 1 and November 1; accrued during year	20000 00
Amount interest paid during year	20000 00

Total:

Amount of authorized issue	$40729800 00
Amount issued	24735800 00
Amount outstanding	24735800 00
Cash realized on amount issued	9908000 08
Accrued during year	1450416 00
Amount interest paid during year	1443608 25

In addition to the above, this company guarantees one-half of the $150,000 of bonds of the Minneapolis Eastern Ry. Co.

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.

Mortgage bonds:

Amount issued	$24735800 00
Amount outstanding	24735800 00
Interest, amount accrued during year	1450416 00
Interest, amount paid during year	1443608 25

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash	$481037 83
Bills receivable	1492 26
Due from agents	145557 32
Due from solvent companies and individuals	1273000 35
Other cash assets (excluding "materials and supplies"),*	351026 04
Total, cash and current assets	$2252113 80

* Material and supplies on hand, $760129.28.

Current Liabilities Accrued to and Including June 30, 1895.

Audited vouchers and accounts	$149801 33
Wages and salaries	211657 98
Net traffic balances due to other companies	27236 70
Dividends not called for	394122 50
Matured interest coupons unpaid (including coupons due July 1)	80716 25
Rents due July 1	9410 84
Total, current liabilities	$872945 60
Balance, cash assets	1379168 20
Total	$2252113 80

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Capital stock:	
Total amount outstanding	$34050126 66
Apportionment to railroads	34050126 66
Miles of road	1411.76
Amount per mile of line	$24119 00
Bonds:	
Total amount outstanding	24735800 00
Apportionmant to railroads	24735800 00
Miles of road	1411.76
Amount per mile of line	$17521 00
Current liabilities:	
Total amount outstanding	872945 60
Apportionment to railroads	872945 60
Miles of road	1411.76
Amount per mile of line	$619 00
Total:	
Total amount outstanding	$59658872 26
Apportionment to railroads	59658872 26
Miles of road	1411.76
Amount per mile of line	$42259 00

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

C., St. P., M. & O. Ry:	
Capital stock	$34050126 66
Funded debt	24735800 00
Current liabilities	872945 60
Total	59658872 26
Superior Short Line Ry:	
Capital stock	1100 00
Current liabilities	1258212 37
Total	1259312 37
Total:	
Capital stock	34051226 66
Funded debt	24735800 00
Current liabilities	2131157 97

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION.

Expenditures during year, not included in operating expenses, charged to construction or equipment:	
Right of way	$1523 17
Fences, etc	4469 24
Bridges and trestles	6505 47
Buildings, furniture, and fixtures	10800 16
Shop machinery and tools	6678 67
Sidings and yard extensions	27554 02
Other items	69778 95
Total cost construction, equipment, etc	$113952 34

Total cost to June 30, 1894	$54164390 00
Total cost to June 30, 1895	54278342 34
Cost per mile	38447 29
Total cost construction, equipment, etc., state of Nebraska, proportional on mileage basis:	
Total cost to June 30, 1895	10475733 11
Cost per mile	38447 29

INCOME ACCOUNT.

Gross earnings from operation	$6683323 55
Less operating expenses	4391736 16
Income from operation	$2291586 39
Dividends on stocks owned	21916 00
Interest on bonds owned	8100 00
Miscellaneous income—less expenses	187661 07
Income from other sources	$217667 07
Total income	2509263 46
Deductions from income:	
Interest on funded debt accrued	$1450416 00
Taxes	274290 13
Total deductions from income	$1724706 13
Net income	784557 33
Dividends, — per cent, preferred stock	787976 00
Deficit from operations of year ending June 30, 1895,	3418 67
Surplus on June 30, 1894	2326060 10
Surplus on June 30, 1895	2326060 10

EARNINGS FROM OPERATION—STATE OF NEBRASKA.

Passenger—Total receipts:	
Passenger revenue	$189944 73
Deductions, account of repayments, etc.:	
Tickets redeemed	240 85
Excess fares refunded	103 66
Other repayments	398 73
Total deductions	743 24
Actual earnings:	
Total passenger revenue	189201 49
Mail	30948 06
Express	28871 28
Extra baggage and storage, etc	4850 30
Total passenger earnings	253871 13
Freight—Total receipts:	
Freight revenue	449213 89
Deductions, account of repayments, etc.:	
Overcharge to shippers	4874 55
Other repayments	53 49
Total deductions	4928 04
Actual earnings:	
Total freight revenue	444285 85
Other items	183 88
Total freight earnings	444469 73
Total passenger and freight earnings	698340 86
Other earnings from operation:	
Switching charges—balance	8755 50
Rents from tracks, yards, and terminals	22842 50
Rents not otherwise provided for	1761 04
Total other earnings	15848 04
Total gross earnings from operation—Nebraska	714188 90
Total gross earnings from operation—Entire line	6683322 55

STOCKS OWNED.

A. RAILWAY STOCKS.

St. Paul Union Depot Co.:	
Total par value	$50000 00
Rate, 6 per cent.	
Income or dividend received	3000 00
Minnesota Transfer Ry. Co.:	
Total par value	7000 00
Lake Superior Terminal & Transfer Co.:	
Total par value	15700 00
Minneapolis Eastern Ry. Co:	
Total par value	15000 00
Sioux City Bridge Co.:	
Total par value	472900 00
Valuation	89700 00
C., St. P., M. & O. Ry. Co., capital stock:	
Total par value	4230961 64
Valuation	4230961 64
Total:	
Total par value	$4791561 64
Income or dividend received	21916 00
Valuation	4320661 64

These stocks are held by the company for the purpose of control and have no marketable value.

BONDS OWNED.

A. RAILWAY BONDS.

Minnesota Transfer Ry., 1st mortgage bonds:	
Total par value	$112000 00
Rate, 5 per cent.	
Income or interest received	5600 00
Valuation	112000 00

S. Ste. M. & S. W. Ry., 1st mortgage bonds:	
Total par value	$50000 00
Rate, 5 per cent.	
Income or interest received	2500 00
Valuation	50000 00
C., St. P., M. & O. Ry., consol. mortgage bonds:	
Total par value	593000 00
Valuation	593000 00
Total:	
Total par value	755000 00
Income or interest received	8100 00
Valuation	755000 00

RENTALS RECEIVED.

RENTALS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

F., E. & M. V. R. R., using tracks from Omaha to Blair	$21642 50
Eastern Ry. of Minnesota, using tracks from Rice's Point to Duluth	600 00
Total	$22242 50
B., C. R. & N. Ry., using terminal at Worthington,	$509 16
C. & N. W. Ry., using terminal at Elmore	435 27
Mo. Pacific Ry., using terminal at Omaha	1200 00
Total	$2144 43
Grand total rents received	24386 93

MISCELLANEOUS INCOME.

Net miscellaneous income:	
Land grants (net proceeds of sale)	$184535 61
Interest and exchange	3215 46
Total	$187661 07

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway	$419501 54
Renewals of rails	79598 15
Renewals of ties	272877 68
Repairs and renewals of bridges and culverts	213211 89
Repairs and renewals of fences, road crossings, signs, and cattle guards	23912 19
Repairs and renewals of buildings and fixtures,	60335 16
Repairs and renewals of docks and wharves	697 88
Repairs and renewals of telegraph	15017 97
Stationery and printing	9714 43
Total	$1094866 89
Maintenance of equipment:	
Superintendence	$50770 00
Repairs and renewals of locomotives	180617 42
Repairs and renewals of passenger cars	61245 70
Repairs and renewals of freight cars	185214 78
Repairs and renewals of shop machinery and tools	25217 96
Stationery and printing	9714 44
Total	$512780 30
Conducting transportation:	
Superintendence	$79784 95
Engine and roundhouse men	500291 75
Fuel for locomotives	621477 56
Water supply for locomotives	33425 95
Oil, tallow, and waste for locomotives	14619 10
Train service	334512 80
Train supplies and expenses	34808 89
Switchmen, flagmen, and watchmen	133840 25
Telegraph expenses	92199 15
Station service	363481 95

Station supplies	$25959 15
Switching charges—balance	22162 29
Loss and damage	46681 31
Injuries to persons	46979 15
Advertising	5146 02
Outside agencies	70493 46
Commissions	6751 51
Stock yards and elevators	16426 81
Rents for tracks, yards, and terminals	115426 31
Rents of buildings and other property	7109 48
Stationery and printing	9714 44
Total	$2581292 28

General expenses:

Salaries of general officers	$62181 81
Salaries of clerks and attendants	55157 60
General office expenses and supplies	39003 12
Insurance	16104 70
Law expenses	20635 02
Stationery and printing, general offices	9714 44
Total	$202796 69

Recapitulation of expenses:

Maintenance of way and structures	$1094866 89
Maintenance of equipment	512780 30
Conducting transportation	2581292 28
General expenses	202796 69
Grand total	$4391736 16
Percentage of expenses to earnings—entire line	65.71

Operating expenses—state of Nebraska:

Maintenance of way and structures	$152385 19
Maintenance of equipment	50705 16
Conducting transportation	216522 60
General expenses	40779 23
Total	$460392 18
Percentage of expenses to earnings—Nebraska	64.46

RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

Great Northern Ry. Co., using tracks from St. Paul to Minneapolis	$36832 24
Ill. Central R. R. Co., using tracks from Le Mars to Sioux City	12309 65
The M. & St. L. R. R. Co., using tracks from Minneapolis to Merriam Jct	14610 00
Total	$63751 89
St. Paul Union Depot Co., using terminal at St. Paul Union Depot	$6755 20
Minneapolis Union Ry. Co., using terminals at Minneapolis Union Depot	44919 22
Total	$51674 42
Grand total rents	115426 31

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

June 30, 1894, total:	
Cost of road and equipment	$54164390 00
Stocks owned	4320586 65
Bonds owned	755000 00
Cash and current assets	2365320 04
Other assets, materials and supplies	952900 56
Total	62558197 25
June 30, 1895, total:	
Cost of road and equipment	54278342 34
Stocks owned	4320661 64
Bonds owned	755000 00
Cash and current assets	2252113 80
Other assets, materials and supplies	760129 28
Total	62366247 06

Year ending June 30, 1895, increase:	
Cost of road and equipment	$113952 34
Stocks owned	74 99
Year ending June 30, 1895, decrease:	
Cash and current assets	113206 24
Other assets, materials and supplies	192771 28
Total	191950 19

COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.

June 30, 1894, total:	
Capital stock	$34050126 66
Funded debt	24735800 00
Current liabilities	1035814 11
Accrued interest on funded debt not yet payable,	191448 34
Accrued taxes not yet due	218948 04
Profit and loss	2326060 10
Total	62558197 25
June 30, 1895, total:	
Capital stock	34050126 66
Funded debt	24735800 00
Current liabilities	872945 60
Accrued interest on funded debt not yet payable,	191448 34
Accrued taxes not yet due	193285 03
Profit and loss	2322641 43
Total	62366247 06
Year ending June 30, 1895, decrease:	
Current liabilities	162868 51
Accrued taxes not yet due	25663 01
Profit and loss	3418 67
Total	191950 19

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF NEBRASKA.

1. Express companies.

American Express Company. The railway company to transport in cars attached to its passenger trains each way, daily, between all points on its lines of railroad in the states of Wisconsin, Minnesota, Iowa, South Dakota, and Nebraska the messengers, safes, packing trunks, and freight of the express company; also, such persons as it becomes necessary to send over the railway company's lines on business of the express company. The express company to take charge of and deliver all money and valuable packages which the railway company may require to have sent or delivered on the lines of its road or any line of railroad operated by express company, free of all cost to the railway company.

2. Mails.

This company carries U. S. mail; compensation fixed by the U. S. P. O. department.

3. Sleeping, parlor, or dining car companies.

The Pullman Palace Car Co. runs sleeping cars on this company's railway, the railway company paying the car company three cents per car per mile run.

SECURITY FOR FUNDED DEBT.

Mortgage bonds:

	Miles.
Elroy to Lake St. Croix	117.62
Merrillan to Marshfield	37.04
Fairchild to Mondovi	37.00
Hudson to River Falls	12.30
East St. Paul to Stillwater and Lake St. Croix	20.96
South Stillwater to Lake St. Croix	5.00
North Wis. Jct. to Bayfield	178.38
Eau Claire to Chicago Jct	79.72

Mortgage bonds:

	Miles.
Superior Jct. to Superior	60.43
St. Paul to Le Mars	246.00
Lake Crystal to Elmore	44.00
Heron Lake to Pipestone	56.90
Worthington to Salem	98.00
Lucerne to Doon	28.00
Omaha to Coburn Jct	115.00
Covington to Ponca	26.00
Emerson to Norfolk	46.16
Wakefield to Hartington	33.76
River Falls to Ellsworth	13.00
Ashland Jct. to Ashland	5.66
Salem to Mitchell	32.80
Wayne to Randolph	21.68
Randolph to Bloomfield	21.09
Meno. Jct. to Menominee	3.03
Red Cedar River to N. Meno. Jct	2.03
West Eau Clair to Shaw's Mills	2.74
Ponca to Newcastle	10.62

This includes the whole road and equipment.

Amount of mortgage per mile of road, $17482.

EMPLOYEES AND SALARIES—STATE OF NEBRASKA.

Class.	Number.	Total yearly compensation.	Average daily compensation.
General officers	1	$3000 00	$8 22
General office clerks	2	1610 00	2 21
Station agents	33	21565 29	2 09
Other station men	66	35435 74	1 72
Enginemen	24	26901 60	3 59
Firemen	24	16291 55	2 18
Conductors	16	17007 35	3 41
Other trainmen	32	20276 64	2 03
Machinists	4	2563 14	2 05
Carpenters	42	28260 50	2 16
Other shopmen	2	1308 50	2 10
Section foremen and roadmasters,	50	28550 00	1 83
Other trackmen	98	38975 74	1 27
Switchmen, flagmen, and watchmen	22	14403 80	2 10
Telegraph operators and dispatchers	17	12640 32	2 38
All other employees and laborers,	45	26103 50	1 86
Total (including "general officers")—Nebraska	478	$294893 67	$1 98
Less "general officers"	1	3000 00	8 22
Total (excluding "general officers")—Nebraska	477	$291893 67	$1 96
Total (including "general officers")—Entire line	3990	$2623168 41	$2 09

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF NEBRASKA.

Passenger traffic:

Number passengers carried earning revenue, 167356.
*Number of passengers carried one mile, 7469463.
*Number of passengers carried one mile per mile of road, 27204.
*Average distance carried, 33.64 miles.
*Total passenger revenue, $189201.49.
Average amount received from each passenger, $1.13053.
*Average receipts per passenger per mile, $0.02533.
*Total passenger earnings, $253871.13.
Passenger earnings per mile of road, $924.61.
Passenger earnings per train mile, $1.37586.

Freight traffic:

*Number of tons carried of freight earning revenue, 263909.
*Number of tons carried one mile, 37683278.
*Number of tons carried one mile per mile of road, 137245.
*Average distance haul of one ton, 142.74 miles.
Total freight revenue, $444285.85.
*Average amount received for each ton of freight, $1.68348.
Average receipts per ton per mile, $0.01179.
*Total freight earnings, $444469.73.
Freight earnings per mile of road, $1618.79.
Freight earnings per train mile, $1.15817.

Passenger and freight:

Passenger and freight revenue, $633487.34.
Passenger and freight revenue per mile of road, $2307.20.
Passenger and freight earnings, $698340.86.
Passenger and freight earnings per mile of road, $2543.40.
Gross earnings from operation, $714188.90.
Gross earnings from operation per mile of road, $2601.12.
Gross earnings from operation per train mile, $1.25674.
Operating expenses, $460392.18.
Operating expenses per mile of road, $1676.78.

* Proportional for Nebraska.

Operating expenses per train mile, $0.81014.
Income from operation, $253796.72.
Income from operation per mile of road, $924.34.

Train mileage:

Miles run by passenger trains, 126198.
Miles run by freight trains, 208811.
Miles run by mixed trains, 233279.
Total mileage trains earning revenue, 568288.
Miles run by switching locomotives, 119029.
Miles run by construction and other trains, 20431.
Grand total train mileage, 707748.
Mileage of loaded freight cars—north or east, 1181410.
Mileage loaded freight cars—south or west, 1497126.
Mileage of empty freight cars—north or east, 810489.
Mileage of empty freight cars—south or west, 391330.
Average number of freight cars in train, 8.78.
Average number of loaded cars in train, 6.06.
Average number of empty cars in train, 2.72.
*Average number of tons of freight in train, 140.96.
*Average number of tons of freight in each loaded car, 10.35.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Passenger traffic:

Number of passengers carried earning revenue, 1474818.
Number of passengers carried one mile, 65834870.
Number of passengers carried one mile per mile of road, 44118.
Average distance carried, 44.64 miles.
Total passenger revenue, $1667321.69.
Average amount received from each passenger, $1.13053.
Average receipts per passenger per mile, $0.02533.
Total passenger earnings, $2064455.69.
Passenger earnings per mile of road, $1383.47.
Passenger earnings per train mile, $1.10581.

* Proportional for Nebraska.

Freight traffic:

Number of tons carried of freight earning revenue, 2713411.
Number of tons carried one mile, 387322218.
Number of tons carried one mile per mile of road, 259559.
Average distance haul of one ton, 142.74 miles.
Total freight revenue, $4567986.55.
Average amount received for each ton of freight, $1.68348.
Average receipts per ton per mile, $0.01179.
Total freight earnings, $4574129.58.
Freight earnings per mile of road, $3065.30.
Freight earnings per train mile, $1.74471.

Passenger and freight:

Passenger and freight revenue, $6235308.24.
Passenger and freight revenue per mile of road, $4178.52.
Passenger and freight earnings, $6638585.27.
Passenger and freight earnings per mile of road, $4448.76.
Gross earnings from operation, $6683322.55.
Gross earnings from operation per mile of road, $4478.75.
Gross earnings from operation per train mile, $1.48895.
Operating expenses, $4391736.16.
Operating expenses per mile of road, $2943.07.
Operating expenses per train mile, $0.97841.
Income from operation, $2291586.39.
Income from operation per mile of road, $1535.68.

Train mileage:

Miles run by passenger trains, 1740886.
Miles run by freight trains, 2243618.
Miles run by mixed trains, 504121.
Total mileage trains earning revenue, 4488625.
Miles run by switching trains, 1154127.
Miles run by construction and other trains, 151415.
Grand total train mileage, 5794167.
Mileage of loaded freight cars—north or east, 16961686.
Mileage of loaded freight cars—south or west, 20460462.
Mileage of empty freight cars—north or east, 7301615.
Mileage of empty freight cars—south or west, 4746120.

Average number of freight cars in train, 18.
Average number of loaded cars in train, 13.62.
Average number of empty cars in train, 4.38.
Average number of tons of freight in train, 140.96.
Average number of tons of freight in each loaded car, 10.35.

FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA.

COMPANY'S MATERIAL EXCLUDED.

Commodity.		Freight Originating on this Road—Whole Tons.	Freight Received from Connecting Roads and Other Carriers—Whole Tons.	Total Freight Tonnage. Whole Tons.	Total Freight Tonnage. Per Cent.
Products of agriculture.	Grain	23258	676	23934	12.05
	Flour	555	1135	1690	.85
	Other mill products	2303	163	2466	1.24
	Hay	4350	480	4830	2.43
	Tobacco	19	.....	19	.01
	Fruit and vegetables	1967	1010	2977	1.50
Products of animals.	Live stock	51658	600	52258	26.02
	Dressed meats	7883	.....	7883	3.97
	Other packing-house products	7443	.....	7443	3.75
	Poultry, game, and fish	98	.....	98	.05
	Wool	14	.....	14	.01
	Hides and leather	70	16	86	.04
Products of mines.	Anthracite coal	2871	733	3604	1.82
	Bituminous coal	18435	6180	24615	12.40
	Coke	22	183	205	.10
	Ores	208	6748	6956	3.50
	Stone, sand, and other like articles	1718	280	1998	1.01
Products of forest—Lumber		2445	3794	6239	3.14
Manufactures.	Petroleum and other oils	565	73	638	.32
	Sugar	551	.....	551	.28
	Iron, pig and bloom	43	.....	43	.02
	Iron and steel rails	.....	27	27	.01
	Other castings, machinery	229	103	332	.17
	Bar and sheet metal	35	.....	35	.02
	Cement, brick, and lime	1583	250	1833	.92
	Agricultural implements	414	468	882	.44
	Wagons, carriages, tools, etc.	15	87	102	.05
	Wines, liquors, and beers	649	183	832	.42
	Household goods, furniture	1592	226	1818	.92
Merchandise		16043	3290	19333	9.74
Miscellaneous: Other commodities not mentioned above		22438	2387	24825	12.50
Total tonnage—Nebraska		169474	29092	198566	100.00
Total tonnage—entire line		2292326	421085	2713411	

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
		Number.	Name.	Number.	Name.
Locomotives—Owned:					
Passenger	61	61	Westinghouse	.....	
Freight	171	167	Westinghouse	.....	
		1	N. Y. air	.....	
Switching	37	13	Westinghouse	.....	
		1	Eames vacuum	.....	
		23	American steam	.....	
Total locomotives in service,	269				
Cars—Owned and leased:					
In passenger service—					
First-class cars	82	82	Westinghouse	78	Miller.
				4	Miller platform
Second-class cars	24	24	Westinghouse	4	Miller platform
				21	Miller.
Combination cars	22	22	Westinghouse	7	Miller.
				15	Miller platform
Emigrant cars	.....	.....	.....	.....	
Dining cars	2	2	Westinghouse	2	Miller.
Parlor cars	5	5	Westinghouse	5	Miller.
Sleeping cars	.....	.....	.....	.....	
Baggage, express, and postal cars	64	64	Westinghouse	59	Miller.
				5	Miller platform
Other cars in passenger service	.....	.....	.....	.....	
Total	199	199		199	
In freight service—					
Box cars	6494	4158	Westinghouse	4158	M. C. B.
Flat cars	1234	129	Westinghouse	129	M. C. B.
Stock cars	393	237	Westinghouse	237	M. C. B.
Coal cars	933	468	Westinghouse	468	M. C. B.
Tank Cars	.....	.....	.....	.....	
Refrigerator cars	75	68	Westinghouse	68	M. C. B.
Other cars in freight service	76	75	Westinghouse	75	M. C. B.
Total	9205	5135		5135	
In company's service—					
Officers' cars	3	3	Westinghouse	3	Miller.
Derrick cars	9	.....	.....	.....	

DESCRIPTION OF EQUIPMENT—CONTINUED.

Item.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
		Number.	Name.	Number.	Name.
Caboose cars	127	.....	.....	.....	
Other road cars	49	.....	.....	.....	
Rotary steam snow shovel	1	.....	.....	.....	
Total	189	3		3	
Total cars in service	9593	.....	.....	.....	
Less cars leased	440	.....	.....	.....	
Total cars owned	9153	5337		5337	

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:	
Line represented by capital stock:	
Main line	882.31
Branches and spurs	529.45
Line of proprietary companies	10.88
Line operated under trackage rights	69.59
Total mileage operated	1492.23
Rails:	
Iron	115.73
Steel	1306.91
Miles of second track:	
Line represented by capital stock:	
Main line	23.79
Total mileage operated	23.79
Rails:	
Steel	23.79

Miles of yard track and sidings:	
Line represented by capital stock:	
Branches and spurs	399.19
Total mileage operated	399.19
New line constructed during year	14.82
Total mileage operated (all tracks):	
Line represented by capital stock:	
Main line	906.10
Branches and spurs	928.64
Line of proprietary companies	10.88
Line operated under trackage rights	69.59
Total mileage operated	1915.21
New line constructed during year	14.82
Rails:	
Iron	115.73
Steel	1330.70

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Wisconsin:	
Line represented by capital stock:	
Main line	497.85
Branches and spurs	113.94
Line of proprietary companies	8.28
Line operated under trackage rights	1.59
Total mileage operated	621.66
Rails:	
Iron	8.19
Steel	621.88
State of Minnesota:	
Line represented by capital stock:	
Main line	205.23
Branches and spurs	159.52
Line of proprietary companies	2.60
Line operated under trackage rights	38.40
Total mileage operated	405.75

Rails:	
Iron	47.75
Steel	319.60
State of Iowa:	
Line represented by capital stock:	
Main line	57.11
Branches and spurs	17.44
Line operated under trackage rights	27.50
Total mileage operated	102.05
Rails:	
Iron	18.38
Steel	56.17
State of South Dakota:	
Line represented by capital stock:	
Branches and spurs	88.20
Total mileage operated	88.20
Rails:	
Iron	8.04
Steel	80.16
State of Nebraska:	
Line represented by capital stock:	
Main line	122.12
Branches and spurs	150.35
Line of road operated under trackage rights	2.10
Total mileage operated	274.57
Rails:	
Iron	33.37
Steel	239.10
Total mileage operated (single track):	
Line represented by capital stock:	
Main line	882.31
Branches and spurs	529.45
Line of proprietary companies	10.88
Line operated under trackage rights	69.59
Total mileage operated	1492.23

Rails:	
Iron	115.73
Steel	1306.91

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Wisconsin:	
Line represented by capital stock:	
Main line	497.85
Branches and spurs	113.94
Total mileage owned	611.79
Rails:	
Iron	8.19
Steel	603.60
State of Minnesota:	
Line represented by capital stock:	
Main line	205.23
Branches and spurs	159.52
Total mileage owned	364.75
Rails:	
Iron	47.75
Steel	317.00
State of Iowa:	
Line represented by capital stock:	
Main line	57.11
Branches and spurs	17.44
Total mileage owned	74.55
Rails:	
Iron	18.38
Steel	56.17
State of South Dakota:	
Line represented by capital stock:	
Branches and spurs	88.20
Total mileage owned	88.20

Rails:	
Iron	8.04
Steel	80.16
State of Nebraska:	
Line represented by capital stock:	
Main line	122.12
Branches and spurs	150.35
Total mileage owned	272.47
Rails:	
Iron	33.37
Steel	239.10
Total mileage owned (single track):	
Line represented by capital stock:	
Main line	882.31
Branches and spurs	529.45
Total mileage owned	1411.76
Rails:	
Iron	115.73
Steel	1296.03

MILEAGE—STATE OF NEBRASKA.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:	
Line represented by capital stock:	
Main line	122.12
Branches and spurs	150.35
Line operated under trackage rights	2.10
Total mileage operated	274.57
Rails:	
Iron	33.37
Steel	239.10
Miles of second track:	
Line represented by capital stock:	
Main line	1.71

Total mileage operated	1.71
Rails:	
Steel	1.71
Miles of yard track and sidings:	
Line represented by capital stock:	
Branches and spurs	55.10
Total mileage operated	55.10
New line constructed during year	33
Total mileage operated (all tracks):	
Line represented by capital stock:	
Main line	123.83
Branches and spurs	205.45
Line operated under trackage rights	2.10
Total mileage operated	331.38
New line constructed during year	33
Rails:	
Iron	33.37
Steel	240.81
Total mileage owned (single track):	
Main line	122.12
Branches and spurs	150.35
Total	272.47

RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

NEW RAILS LAID DURING YEAR.

Steel:	
Tons	494.11
Weight per yard	72 lbs.
Tons	1.16
Weight per yard	65 lbs.
Average price per ton at distributing point	$26 25
Total steel:	
Tons	495.27

NEW TIES LAID DURING YEAR.

White oak:	
Number	45897
Average price at distributing point	$0.54
Culls:	
Number	3046
Average price at distributing point	$0.29
Total:	
Number	48943
Average price at distributing point	$0.52

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

Coal, tons, bituminous:	
Passenger	6976.00
Freight	12706.00
Switching	3943.00
Construction	625.00
Total	24250.00
Average cost at distributing point	$2.55
Wood, cords, soft:	
Passenger	71.00
Freight	118.00
Switching	36.00
Construction	6.00
Total	231.00
Average cost at distributing point	$0.90
Total fuel consumed, tons:	
Passenger	7011.00
Freight	12765.00
Switching	3961.00
Construction	628.00
Total	24365.00

Miles run:	
Passenger	217694.00
Freight	370625.00
Switching	119029.00
Construction	20431.00
Total	727779.00
Average pounds consumed per mile:	
Passenger	64.41
Freight	68.88
Switching	66.56
Construction	61.48
Total	66.96

ACCIDENTS TO PERSONS—STATE OF NEBRASKA.

Employees—Trainmen, injured:	
Coupling and uncoupling	1
Collisions	1
Total	2
Employees—Switchmen, flagmen, and watchmen:	
Coupling and uncoupling	1
Other employees, killed:	
Other causes	1
Total employees killed:	
Other causes	1
Total employees injured:	
Coupling and uncoupling	2
Collisions	1
Total	3
Others, trespassing, injured:	
Other causes	2

BRIDGES, TRESTLES, ETC.

Bridges—Stone:	
Number	1
Aggregate length, feet	16
Bridges—Iron:	
Number	1
Aggregate length, feet	100
Total	2
Total aggregate length, feet	116
Trestles:	
Number	658
Aggregate length, feet	37080

OVERHEAD HIGHWAY CROSSINGS.

Bridges:	
Number	3
Height of lowest above surface of rail	17 ft. 6 in.
Trestles:	
Number	3
Total	6

Gauge of track, 4 feet, 8½ inches; 272.47 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Western Union Telegraph Co., operated for Western Union Telegraph Co.:

Miles of line	269.98
Miles of wire	827.90

ANNUAL REPORT

OF THE

FREMONT, ELKHORN & MISSOURI VALLEY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1895.

HISTORY.

1. Name of common carrier making this report? Fremont, Elkhorn & Missouri Valley Railroad Company.

2. Date of organization? Articles dated Jan. 20, 1869.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under general railroad law of state of Nebraska.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Wyoming Central Railway Co. Organized under general law of Wyoming; certificate dated Oct. 19, 1885.

5. Date and authority for each consolidation? June 4, 1891. Wyoming Central Ry. Co., Wyoming, act of Wyoming, Feb. 27, 1890, with Fremont, Elkhorn & Missouri Valley R. R. Co., Nebraska, section 114, chapter 16, Laws of Nebraska. The property and franchise of other companies have been acquired by the Fremont, Elkhorn & Missouri Valley R. R. Co. by purchase, as follows: South Dakota Western Ry. Co., S. D., organized Feb. 14, 1890, purchased June 4, 1891, under act of Dakota Ter., March 4, 1883. Eastern Wyoming Ry. Co., Wyo., organized Aug. 11, 1890, purchased June 4, 1891, under act of Wyo., Feb. 27, 1890.

ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Marvin Hughitt, Chicago, Ill., May, 1896.
Albert Keep, Chicago, Ill., May, 1896.
M. L. Sykes, New York, N. Y., May, 1896.
M. M. Kirkman, Chicago, Ill., May, 1896.
J. B. Redfield, Chicago, Ill., May, 1896.
David P. Kimball, Boston, Mass., May, 1896.
Wm. H. Newman, Chicago, Ill., May, 1896.

Total number of stockholders at date of last election? Ten.

Date of last meeting of stockholders for election of directors? May 17, 1895.

Give post-office address of general office? Chicago, Ill., and Omaha, Neb.

Give post-office address of operating office? Omaha, Neb.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, J. B. Redfield; title, auditor; address, Chicago, Ill.

OFFICERS.

TITLE, NAME, AND LOCATION OF OFFICE.

President—Marvin Hughitt, Chicago, Ill.
First Vice President—Albert Keep, Chicago, Ill.
Secretary—J. B. Redfield, Chicago, Ill.
Treasurer—M. M. Kirkman, Chicago, Ill.
General Counsel—Lloyd W. Bowers, Chicago, Ill.
General Attorney—Wm. B. Sterling, Omaha, Neb.
Comptroller—M. M. Kirkman, Chicago, Ill.
Auditor—J. B. Redfield, Chicago, Ill.
General Manager—Horace G. Burt, Omaha, Neb.
Chief Engineer—J. B. Berry, Omaha, Neb.
General Superintendent—Charles C. Hughes, Omaha, Neb.

Division Superintendent—Henry C. Mahanna, Fremont, Neb.
Division Superintendent—Chas. H. Reynolds, Norfolk, Neb.
Division Superintendent—Edmund C. Harris, Chadron, Neb.
Superintendent of Telegraph—Wm. P. McFarlane, Mo. Valley, Iowa.
General Freight Agent—Kingsley C. Moorehouse, Omaha, Neb.
Asst. General Freight Agent—Amos H. Merchant, Omaha, Neb.
General Passenger Agent—Jno. R. Buchanan, Omaha, Neb.
General Baggage Agent—Oliver W. Whittlesey, Mo. Valley, Iowa.
Land Commissioner—Chas. E. Simmons, Chicago, Ill.

PROPERTY OPERATED—STATE OF NEBRASKA.

1. Railroad line represented by capital stock:
   - A. Main Line.
   - B. Branches.
2. Line operated under trackage rights.

PROPERTY OPERATED—CONTINUED.

NAME.	Terminals. From—	Terminals. To—	Miles of line for each road named.	Miles of line for each class of roads named.
1. A.—Fremont, Elkhorn & Mo. Valley R. R.	Omaha, Neb.	Wyoming state line	497.22	
Total main line represented by capital stock				497.22
B.—Fremont, Elkhorn & Mo. Valley R. R.	Fremont	Hastings	127.26	
	Linwood	Kansas state line beyond Superior	124.14	
	Junction near Scribner	Oakdale, via Albion	113.91	
	Platte river	Lincoln	45.11	
	Norfolk Junction	Verdigre	54.04	
	Dakota Junction	South Dakota state line	13.15	
	Irvington	South Omaha	10.36	
Total branch line represented by capital stock				487.97
2. Sioux City & Pacific R. R.	Fremont	Missouri Valley	26.95	
Chicago, St. Paul, Minneapolis & Omaha Ry.	Omaha	Blair	24.70	
Total lines operated under trackage rights				51.65
Total				1036.84

PROPERTY OPERATED—CONTINUED.

1. Railroad line represented by capital stock:
   - A. Main line.
   - B. Branches.
2. Line operated under trackage rights.

PROPERTY OPERATED—CONTINUED.

NAME.	Terminals. From—	Terminals. To—	Miles of line for each road named.	Miles of line for each class of roads named.
Fremont, Elkhorn & Missouri Valley R. R.	Omaha, Neb.	Casper, Wyo.	627.68	
Total main line represented by capital stock				627.68
Fremont, Elkhorn & Missouri Valley R. R.	Fremont	Hastings	127.26	
	Linwood	Kan. state line beyond Superior	124.14	
	Junction near Scribner	Oakdale (via Albion)	113.91	
	Platte River	Lincoln	45.11	
	Norfolk Junction	Verdigre	54.04	
	Dakota Junction	Pine St., Deadwood	144.88	
	Whitewood	Belle Fourche	21.19	
	Buffalo Gap	Hot Springs	14.12	
	Irvington	South Omaha	10.36	
	Pine St., Deadwood	Ruby Basin	11.27	
	Portland Junction	Portland Mine	2.40	
	Branches to mines off	Ruby Basin line	2.55	
	Branches to mines off	Portland Mine line	1.62	
Total branch line represented by capital stock				672.85
2. Sioux City & Pacific R. R.	Fremont	Missouri Valley	37.61	
Chicago, St. Paul, Minneapolis & Omaha Railway	Omaha	Blair	24.70	
Total line operated under trackage rights				62.31
Total mileage operated				1362.84

CAPITAL STOCK.

Common:	
Number of shares	40000
Par value of shares	$100 00
Total par value authorized	40000000 00
Total amount issued and outstanding	30370000 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash—Common:	
Total number shares issued and outstanding	6900
Total cash realized	$690000 00
Issued for construction—Common:	
Total number shares issued and outstanding issued at par for construction purposes	270600
Issued for property acquired—Common:	
Total number shares issued and outstanding in exchange for 26200 shares of Wyoming Central Railway Co. stock, by terms of consolidation	26210
Total:	
Total number shares issued and outstanding	303700

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Consolidated 6 per cent, issued October 1, 1880, due October 1, 1893:	
Amount of authorized issue per mile of constructed road	$20000 00
Amount issued	18400000 00
Amount outstanding	18400000 00
Interest, 6 per cent; payable April and October; accrued during year	890500 00
Amount interest paid during year	890470 00

Wyo. Cen. Ry., 1st mortgage, issued April 15, 1886, due April 15, 1926:	
Amount of authorized issue per mile of constructed road	$20000 00
Amount issued	1540000 00
Amount outstanding	1540000 00
Interest, 5 per cent; payable February 15 and August 15; accrued during year	61600 00
Amount interest paid during year	61600 00
Wyo. Cen. Ry., 1st mortgage, issued July 15, 1887, due August 15, 1926:	
Amount of authorized issue per mile of constructed road	20000 00
Amount issued	1020000 00
Amount outstanding	1020000 00
Interest, 5 per cent; payable February 15 and August 15; accrued during year	40800 00
Amount interest paid during year	40800 00
Total mortgage bonds:	
Amount issued	20960000 00
Amount outstanding	20960000 00
Amount interest accrued during year	992900 00
Amount interest paid during year	992870 00

EQUIPMENT TRUST OBLIGATIONS.

A. *General Statement.*

Car trust bonds, issued March 1, 1883; term, 13 yrs.; number of payments, 13; equipment covered, 16 locomotives, 190 stock cars, 300 box cars, 7 passenger coaches, 1 baggage car, and 4 combination cars.

B. *Statement of Amount.*

Car trust bonds:	
Deferred payments—principal—	
Original amount	$519000 00
Amount outstanding	38000 00

Deferred payments—interest—	
Amount accrued during year	3880 00
Amount paid during year	4740 00
Rate	6 per cent

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.

Mortgage bonds:	
Amount issued	$20960000 00
Amount outstanding	20960000 00
Amount interest accrued during year	992900 00
Amount interest paid during year	992870 00
Equipment trust obligations:	
Amount issued	519000 00
Amount outstanding	38000 00
Amount interest accrued during year	3880 00
Amount interest paid during year	4740 00
Total amount issued	21479000 00
Total amount outstanding	20998000 00
Total amount interest accrued during year	996780 00
Total amount interest paid during year	997610 00

CURRENT ASSETS AND LIABILITIES.

Current Liabilities Accrued to and Including June 30, 1895.

Matured interest coupons unpaid (including coupons due July 1)	$4110 00

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account capital stock:	
Total amount outstanding	$30370000
Apportionment to railroads	30370000
Miles of road	1300.53
Amount per mile of line	$23352
Account bonds:	
Total amount outstanding	$20960000
Apportionment to railroads	20960000
Miles of road	1300.53
Amount per mile of line	$16117
Account equipment trust obligations:	
Total amount outstanding	$38000
Apportionment to railroads	38000
Miles of road	1300.53
Amount per mile of line	$29
Current liabilities:	
Total amount outstanding	$4110
Apportionment to railroads	4110
Miles of road	1300.53
Amount per mile of line	$3
Total:	
Total amount outstanding	$51372110
Apportionment to railroads	51372110
Amount per mile of line	39501

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Fremont, Elkhorn & Mo. V. Ry.:	
Capital stock	$30370000
Funded debt	20998000
Current liabilities	4110
Total	51372110
Miles of road	1300.53
Amount per mile of line	$39501

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION.

Expenditures during year, included in operating expenses:	
Fences	$2379 90
Buildings, furniture, and fixtures	4794 05
Sidings and yard extensions	Cr. 1850 08
Total construction	$5323 87
Expenditures during year, not included in operating expenses, charged to construction or equipment:	
Right of way	$8833 64
Total construction	$8833 64

EQUIPMENT.

Expenditures during year, included in operating expenses:	
Passenger cars	$482 11
Freight cars	945 58
Total equipment	$1427 69
Expenditures during year, not included in operating expenses, charged to construction or equipment:	
Freight cars	$77586 49
Total equipment	$77586 49
Grand total cost construction, equipment, etc.:	
Included in operating expenses	$6751 56
Charged to construction or equipment	86420 13
Total cost to June 30, 1894	53027453 72
Total cost to June 30, 1895	53113873 85
Cost per mile	40840 18

Total cost construction, equipment, etc., state of Nebraska (proportional):	
Charged to construction or equipment	$65465 81
Total cost to June 30, 1894	40169867 00
Total cost to June 30, 1895	40235332 81
Cost per mile	40840 18

INCOME ACCOUNT.

Gross earnings from operation	$2635479 90
Less operating expenses	1752518 79
Total income	$882961 11
Deductions from income:	
Interest on funded debt accrued	996780 00
Taxes	224732 77
Total deductions from income	$1221512 77
Deficit	338551 66
Deficit from operations of year ending June 30, 1895	338551 66
Surplus on June 30, 1894, (from "general balance sheet," 1894 report)	1675713 97
Surplus on June 30, 1895	1337162 31

EARNINGS FROM OPERATION—STATE OF NEBRASKA.

Passenger:	
Passenger revenue—Total receipts	$444830 66
Deductions, account of repayments, etc.:	
Tickets redeemed	1167 31
Excess fares refunded	10498 91
Total deductions	$11766 22

Actual earnings:	
Total passenger revenue	$433064 44
Mail	117271 23
Express	89215 44
Extra baggage and storage	8626 94
Other items	1471 26
Total passenger earnings	$649649 31
Freight:	
Freight revenue—Total receipts	$1593691 04
Deductions, account of repayments, etc.:	
Overcharge to shippers	24512 69
Other repayments	2048 75
Total deductions	$26561 44
Actual earnings:	
Total freight revenue	$1567129 60
Other items, storage or damage, total revenue less repayments	1207 02
Total freight earnings	$1568336 62
Total passenger and freight earnings	$2217985 91
Other earnings from operation:	
Car mileage—balance	$49303 82
Rents from tracks, yards, and terminals	3875 88
Rents not otherwise provided for	4621 05
Other sources	115 67
Total other earnings	$57916 42
Total gross earnings from operation—Nebraska	$2275902 35
Total gross earnings from operation—entire line	2635479 90

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Chicago, Kansas & Western Railway, using tracks from Superior, Neb., to Kansas state line.....	$3875 88

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway	$187254 97
Renewals of rails	2707 11
Renewals of ties	45956 55
Repairs and renewals of bridges and culverts...	71109 57
Repairs and renewals of fences, road crossings, signs, and cattle guards	10873 39
Repairs and renewals of buildings and fixtures,	32083 38
Repairs and renewals of telegraph	4398 22
Stationery and printing	1002 72
Total	$355385 91
Maintenance of equipment:	
Superintendence	$18419 08
Repairs and renewals of locomotives	92782 54
Repairs and renewals of passenger cars	28668 83
Repairs and renewals of freight cars	61147 52
Repairs and renewals of work cars.....	1299 00
Repairs and renewals of shop machinery and tools.....	1985 63
Stationery and printing	1638 39
Other expenses	6819 52
Total	$212760 51

Conducting transportation:	
Superintendence	$13577 22
Engine and roundhouse men	212864 82
Fuel for locomotives	349081 78
Water supply for locomotives	8348 43
Oil, tallow, and waste for locomotives	8679 89
Other supplies for locomotives	4016 68
Train service	159514 22
Train supplies and expenses	24247 99
Switchmen, flagmen, and watchmen	27071 80
Telegraph expenses	33835 97
Station service	141583 77
Station supplies	15296 38
Switching charges—balance	7743 77
Loss and damage	18040 54
Injuries to persons	7418 41
Clearing wrecks	289 61
Advertising	1867 38
Outside agencies	21800 00
Commissions	343 56
Rents for tracks, yards, and terminals	27978 88
Rents of buildings and other property	6421 99
Stationery and printing	7414 43
Total	$1097437 42
General expenses:	
Salaries of general officers	$21783 06
Salaries of clerks and attendants	27977 88
General office expenses and supplies	18184 68
Insurance	46 61
Law expenses	18051 83
Stationery and printing (general offices)	693 19
Other expenses	197 70
Total	$86934 95

Recapitulation of expenses:

Maintenance of way and structures	$355385 91
Maintenance of equipment	212760 51
Conducting transportation	1097437 42
General expenses	86934 95
Grand total	$1752518 79

Percentage of expenses to earnings—entire line, 66.49.

Operating expenses, state of Nebraska (proportional):

Maintenance of way and structures	$269215 35
Maintenance of equipment	161172 39
Conducting transportation	831341 36
General expenses	65855 79
Total	$1327584 89

Percentage of proportional expenses to earnings, Nebraska, 58.33.

RENTALS PAID.

RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

Sioux City & Pacific R. R. Co., using tracks from Missouri Valley to Fremont	$13498 20
C., St. P., M. & O. Ry. Co., using tracks from Omaha to Blair	14480 68
Total	$27978 88

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

June 30, 1894, total:

Cost of road and equipment	$53027453 72
Chicago & Northwestern Ry. Co	177835 25
Grand total	53205288 97

June 30, 1895, total:	
Cost of road and equipment	$53113873 85
Grand total	53113873 85
Year ending June 30, 1895, increase:	
Cost of road and equipment	86420 13
Year ending June 30, 1895, decrease:	
Chicago & Northwestern Ry. Co.	177835 25
Grand total	91415 12

LIABILITIES.

June 30, 1894, total:	
Capital stock	$30370000 00
Funded debt	21038000 00
Current liabilities	4140 00
Accrued interest on funded debt not yet payable,	117435 00
Profit and loss	1675713 97
Grand total	53205288 97
June 30, 1895, total:	
Capital stock	30370000 00
Funded debt	20998000 00
Current liabilities	4110 00
Accrued interest on funded debt not yet payable,	116635 00
Chicago & Northwestern Ry. Co	287966 54
Profit and loss	1337162 31
Grand total	53113873 85
Year ending June 30, 1895, increase:	
Chicago & Northwestern Ry Co	287966 54
Year ending June 30, 1895, decrease:	
Funded debt	40000 00
Current liabilities	30 00
Accrued interest on funded debt not yet payable,	800 00
Profit and loss	338551 66
Grand total	91415 12

IMPORTANT CHANGES DURING THE YEAR—STATE OF NEBRASKA.

$40,000.00 car trust bonds were redeemed and cancelled during the year.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

1. Express companies.

By an agreement with the American Express Co., of date of April 16th, 1894, to be in force until April 1st, 1899, the Fremont, Elkhorn & Missouri Valley R. R. Co. agrees to transport the freight of the express company over its lines for an annual payment of $117096 for an estimated tonnage, and an agreed schedule of rates for any excess of tonnage.

2. Mails.

This company carries United States mails upon orders of the post-office department for such compensation as may be from time to time fixed.

3. Sleeping, parlor, or dining car companies.

Sleeping cars are run owned by the Wagner Palace Car Co., this company paying mileage for the use of same. The sleeping car company makes all collections for charges for accommodations therein, and pays the cost of maintenance and operating, with exceptions of the cost of cleaning the exterior of the cars, fuel, lubricants, oil and gas for lighting, and other petty supplies. These latter items are paid by the railroad company. No written contract.

4. Other railroad companies.

An agreement with the Sioux City & Pacific R. R. Co., dated Nov. 1st, 1884, by which this company obtains the right to joint use with that company the tracks of the Sioux City & Pacific Railroad Co. between Missouri Valley, Iowa, and Fremont, Neb., the F., E. & Mo. V. R. R. Co. to pay the S. C. & P. R. R. Co. a sum equal to one-half of six per cent per annum on the valuation of

the property so used, also its proportion of the cost of maintenance, based upon wheelage and one-half of the taxes.

By terms of the lease dated Nov. 30th, 1888, with the Chicago, St. Paul, Minneapolis & Omaha Ry. Co. this company obtains the right to joint use with that company the tracks of the Chicago, St. Paul, Minneapolis & Omaha Ry. Co. between Blair and Omaha, Neb., together with all depots, sidings, and terminal facilities. The F., E. & M. V. R. R. Co. pays the C., St. P., M. & O. Ry. Co. a sum equal to one-half of five per cent per annum on the valuation of the property so used, also its proportion of the cost of maintenance and taxes of the property, based upon wheelage.

An agreement with the Chicago, Kansas & Western R. R. Co., dated Nov. 9th, 1888, by which that company obtains the right to joint use with this company the terminal facilities of the F., E. & M. V. R. R. Co. at Superior, Neb. The C., K. & W. R. R. Co. pays the F., E. & M. V. R. R. Co. a sum equal to five per cent per annum on one-half of the valuation of the property so used, also its proportion of the cost of maintenance of the property so used, based upon wheelage. Under the same agreement the C., K. & W. R. R. Co. obtains the use of the tracks of the F., E. & M. V. R. R. Co. from Superior to the Kansas state line, paying for the use of the same a sum equal to five per cent per annum on the valuation of the property so used and the cost of maintenance.

5. Telegraph companies.

This company has a contract with the Western Union Telegraph company (which owns or controls telegraph line along all this company's road) under date of May 25th, 1887, by which this company, in consideration of its bearing a part of the expenses of construction and maintenance, has the use of sufficient wires and facilities for the business of the railroad company, all other business being done by the telegraph company.

SECURITY FOR FUNDED DEBT.

Car trust bonds:

What equipment mortgaged, 16 locomotives, 12 passenger cars, and 590 freight cars.

Consolidated 6 per cent bonds:

Miles	1170.07
Amount of mortgage per mile of road	$15725 55

Wyoming Central Ry., 1st mortgage:

Miles	130.46
Amount of mortgage per mile of road	$19622 87

EMPLOYEES AND SALARIES—STATE OF NEBRASKA.

Class.	Number.	Total yearly compensation.	Average daily compensation.
General officers	5	$25089 01	$13 41
Other officers	8	16200 00	6 48
General office clerks	6	6046 66	3 22
Station agents	108	68071 78	2 01
Other station men	43	24801 38	1 80
Enginemen	66	95755 64	3 97
Firemen	68	59111 64	2 36
Conductors	42	57209 12	3 81
Other trainmen	89	67520 17	2 09
Machinists	16	8689 65	2 31
Carpenters	107	46314 76	2 24
Other shopmen	137	63527 36	1 69
Section foremen	157	77495 96	1 58
Other trackmen	142	50437 10	1 39
Switchmen, flagmen, and watchmen,	32	21034 36	2 17
Telegraph operators and dispatchers	30	24481 14	2 52
All other employees and laborers	19	15209 01	1 87

Class.	Number.	Total yearly compensation.	Average daily compensation.
Distribution of above:			
General administration	15	$41810 63	$8 35
Maintenance of way and structures	397	171411 37	1 64
Maintenance of equipment	57	39269 14	2 28
Conducting transportation	606	474503 60	2 39
Total (including "general officers") —Nebraska	1075	$726994 74	$2 23
Less "general officers"	5	25089 01	13 41
Total (excluding "general officers") —Nebraska	1070	$701905 73	$2 17
Total (including "general officers") —entire line	1375	$906381 06	$2 21

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF NEBRASKA.

Passenger traffic:

Number of passengers carried earning revenue, 315082.
Number of passengers carried one mile, 16195320.
Number of passengers carried one mile per mile of road, 15620.
Average distance carried, 51.4 miles.
Total passenger revenue, $433064.44.
Average amount received from each passenger, $1.37445.
Average receipts per passenger per mile, $0.02675.
Total passenger earnings, $649649.31.
Passenger earnings per mile of road, $626.56.
Passenger earnings per train mile, $0.86979.

Freight traffic:

Number of tons carried of freight earning revenue, 535410.
Number of tons carried one mile, 89772785.
Number of tons carried one mile per mile of road, 86583.

Average distance haul of one ton, 167.67 miles.
Total freight revenue, $1567129.60.
Average amount received for each ton of freight, $2.92697.
Average receipts per ton per mile, $1.01746.
Total freight earnings, $1568336.62.
Freight earnings per mile of road, $1512.61.
Freight earnings per train mile, $1.31424.

Passenger and freight:

Passenger and freight revenue, $2000194.04.
Passenger and freight revenue per mile of road, $1929.13.
Passenger and freight earnings, $2217985.91.
Passenger and freight earnings per mile of road, $2139.18.
Gross earnings from operation, $2275902.35.
Gross earnings from operation per mile of road, $2195.04.
Gross earnings from operation per train mile, $1.173.
Operating expenses, $1327584.89.
Operating expenses per mile of road, $1280.41.
Operating expenses per train mile, $0.68423.
Income from operation, $948317.46.
Income from operation per mile of road, $914.62.

Train mileage:

Miles run by passenger trains, 711730.
Miles run by freight trains, 1087829.
Miles run by mixed trains, 140689.
Total mileage trains earning revenue, $1940248.
Miles run by switching trains, 296028.
Miles run by construction and other trains, 3288.
Grand total train mileage, 2239564.
Mileage of loaded freight cars—north or east, 6036207.
Mileage of loaded freight cars—south or west, 5986551.
Mileage of empty freight cars—north or east, 4327525.
Mileage of empty freight cars—south or west, 4033276.
Average number of freight cars in train, 16.59.
Average number of loaded cars in train, 9.78.
Average number of empty cars in train, 6.81.
Average number of tons of freight in train, 73.07.
Average number of tons of freight in each loaded car, 7.47.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Passenger traffic:

Number of passengers carried earning revenue, 349218.
Number of passengers carried one mile, 18077468.
Number of passengers carried one mile per mile of road, 13265.
Average distance carried, 51.766 miles.
Total passenger revenue, $513557.70.
Average amount received from each passenger, $1.47059.
Average receipts per passenger per mile, $0.02841.
Total passenger earnings, $791287.23.
Passenger earnings per mile of road, $580.62.
Passenger earnings per train mile, $0.88705.

Freight traffic:

Number of tons carried of freight earning revenue, 575871.
Number of tons carried one mile, 104921642.
Number of tons carried one mile per mile of road, 79987.
Average distance haul of one ton, 182.2 miles.
Total freight revenue, $1784671.07.
Average amount received for each ton of freight, $3.09908.
Average receipts per ton per mile, $0.01701.
Total freight earnings, $1785887.09.
Freight earnings per mile of road, $1310.42.
Freight earnings per train mile, $1.20478.

Passenger and freight:

Passenger and freight revenue, $2298228.77.
Passenger and freight revenue per mile of road, $1679.75.
Passenger and freight earnings, $2577174.32.
Passenger and freight earnings per mile of road, $1891.03.
Gross earnings from operation, $2635479.90.
Gross earnings from operation per mile of road, $1933.81.
Gross earnings from operation per train mile, $1.10997.
Operating expenses, $1752518.79.
Operating expenses per mile of road, $1285.93.
Operating expenses per train mile, $0.73810.
Income from operation, $882961.11.
Income from operation per mile of road, $647.88.

Train mileage:

Miles run by passenger trains, 833760.
Miles run by freight trains, 1307471.
Miles run by mixed trains, 233147.
Total mileage trains earning revenue, 2374378.
Miles run by switching trains, 334772.
Miles run by construction and other trains, 4644.
Grand total train mileage, 2713794.
Mileage of loaded freight cars—north or east, 7062228.
Mileage of loaded freight cars—south or west, 6698645.
Mileage of empty freight cars—north or east, 4763677.
Mileage of empty freight cars—south or west, 4820827.
Average number of freight cars in train, 15.15.
Average number of loaded cars in train, 8.93.
Average number of empty cars in train, 6.22.
Average number of tons of freight in train, 68.1.
Average number of tons of freight in each loaded car, 7.62.

FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA.

COMPANY'S MATERIAL EXCLUDED.

Commodity.		Freight Originating on this Road—Whole Tons.	Freight Received from Connecting Roads and Other Carriers—Whole Tons.	Total Freight Tonnage.	
				Whole Tons.	Per Cent.
Products of agriculture.	Grain	45165	17116	62281	14.46
	Flour	7561	1515	9076	2.11
	Other mill products	2751	465	3216	.75
	Hay	23168	1359	24527	5.70
	Tobacco	7	2	9	.....
	Fruits and vegetables	13026	2372	15398	3.58
Products of animals.	Live stock	91567	9845	101412	23.55
	Dressed meats	372	13	385	.09
	Other packing-house products	2071	277	2348	.54
	Poultry, game, and fish	309	53	362	.08
	Wool	76	58	134	.04
	Hides and leather	352	23	375	.09
Products of mines.	Anthracite coal	4543	5367	9910	2.30
	Bituminous coal	12017	43191	55208	12.82
	Coke	137	452	589	.14
	Ores	.....	195	195	.05
	Stone, sand and other like articles	21790	255	22045	5.12
Products of forests—Lumber		13687	12958	26645	6.19
Manufactures.	Petroleum and other oils	1611	1029	2640	.61
	Sugar	2684	127	2811	.65
	Naval stores	72	.....	72	.02
	Iron, pig and bloom	119	.....	119	.03
	Iron and steel rails	.....	21	21	.....
	Other castings, machinery	452	1082	1534	.36
	Bar and sheet metal	39	322	361	.08
	Cement, brick, and lime	5811	429	6240	1.45
	Agricultural implements	1572	1361	2933	.68
	Wagons, carriages, tools, etc.	540	1518	2058	.47
	Wines, liquors, and beers	3672	1891	5518	1.28
	Household goods, furniture	5641	1882	7523	1.74
Merchandise		38233	12411	50644	11.76
Miscellaneous: Other commodities not mentioned above		5751	8286	14037	3.26
Total tonnage—Nebraska		304751	125875	430626	100.00
Total tonnage—Entire line		432592	143279	575871	.....

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Locomotives—Owned:						
Passenger	.....	17	17	Westinghouse	.....	
Freight	.....	66	66	Westinghouse	.....	
Switching	.....	9	9	Westinghouse	.....	
Total locomotives owned	.....	92	92	.....	.....	
Cars—Owned:						
In passenger service—						
First-class cars	.....	32	32	Westinghouse	31	Miller.
Second-class cars	.....	9	9	Westinghouse	9	Miller.
Combination cars	.....	14	14	Westinghouse	12	Miller.
Baggage, express, and postal cars	.....	9	9	Westinghouse	9	Miller.
Other cars in passenger service,	.....	.....	.....	.....	.....	
Total	.....	64	64	.....	61	
In freight service—						
Box cars	.....	2404	1506	Westinghouse	1698	Chicago.
Flat cars	.....	385	15	Westinghouse	16	Chicago.
Stock cars	.....	690	63	Westinghouse	63	Chicago.
Coal cars	.....	250	.....	Westinghouse	4	Chicago.
Refrigerator cars	100	300	300	Westinghouse	300	Chicago.
Other cars in freight service, ore	.....	26	26	Westinghouse	.....	
Total	100	4055	1910	.....	2081	
In company's service—						
Officers' and pay cars	.....	1	1	Westinghouse	1	Miller.
Derrick cars	.....	2	2	Westinghouse	.....	
Caboose cars	.....	54	.....	.....	18	Chicago.
Other road cars	.....	10	2	Westinghouse	.....	
Rotary steam snow plow	.....	1	1	Westinghouse	.....	
Total	.....	68	6	.....	19	
Total cars owned	100	4187	1980	.....	2161	

MILEAGE.

A. MILEAGE OF ROAD OPERATED.

Miles of single track:	
Line represented by capital stock:	
Main line	627.68
Branches and spurs	672.85
Line operated under trackage rights	62.31
Total mileage operated	1362.84
Rails:	
Iron	53.00
Steel	1247.53
Miles of yard track and sidings:	
Line represented by capital stock:	
Main line	53.83
Branches and spurs	72.80
Total mileage operated	126.63
New line constructed during year	3.71
Rails:	
Iron	125.33
Steel	1.30
Total mileage operated (all tracks):	
Line represented by capital stock:	
Main line	681.51
Branches and spurs	745.65
Line operated under trackage rights	62.31
Total mileage operated	1489.47
New line constructed during year	3.71
Rails:	
Iron	178.33
Steel	1248.83

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Nebraska:	
Line represented by capital stock:	
Main line	497.22
Branches and spurs	487.97
Line operated under trackage rights	51.65
Total mileage operated	1036.84
Rails:	
Iron	53.00
Steel	932.19
State of South Dakota:	
Line represented by capital stock, branches and spurs,	184.88
Total mileage operated	184.88
Rails, steel	184.88
State of Wyoming:	
Line represented by capital stock, main line	130.46
Total mileage operated	130.46
Rails, steel	130.46
State of Iowa:	
Line operated under trackage rights	10.66
Total mileage operated	10.66
Total mileage operated (single track):	
Line represented by capital stock:	
Main line	627.68
Branches and spurs	672.85
Line operated under trackage rights	62.31
Total mileage operated	1362.84
Rails:	
Iron	53.00
Steel	1247.53

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Nebraska:	
Line represented by capital stock:	
Main line	497.22
Branches and spurs	487.97
Total mileage owned	985.19
Rails:	
Iron	53.00
Steel	932.19
State of South Dakota:	
Line represented by capital stock, branches and spurs,	184.88
Total mileage owned	184.88
Rails, steel	184.88
State of Wyoming:	
Line represented by capital stock, main line	130.46
Total mileage owned	130.46
Rails, steel	130.46
Total mileage owned (single track):	
Line represented by capital stock:	
Main line	627.68
Branches and spurs	672.85
Total mileage owned	1300.53
Rails:	
Iron	53.00
Steel	1247.53

MILEAGE—STATE OF NEBRASKA.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:	
Line represented by capital stock:	
Main line	497.22
Branches and spurs	487.97
Line operated under trackage rights	51.65
Total mileage operated	1036.84
Rails:	
Iron	53.00
Steel	932.19
Miles of yard track and sidings:	
Line represented by capital stock:	
Main line	44.54
Branches and spurs	32.84
Total mileage operated	77.38
New line constructed during year	.29
Rails:	
Iron	76.08
Steel	1.30
Total mileage operated (all tracks):	
Line represented by capital stock:	
Main line	541.76
Branches and spurs	520.81
Line operated under trackage rights	51.65
Total mileage operated	1114.22
New line constructed during year	.29
Rails:	
Iron	129.08
Steel	933.49

RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

NEW RAILS LAID DURING YEAR.

Steel:	
Tons	12.18
Weight per yard	60 lbs.
Average price per ton at distributing point	$28.44

NEW TIES LAID DURING YEAR.

Oak:	
Number	9232
Average price at distributing point	$0.82
Cedar:	
Number	38416
Average price at distributing point	$0.47
Total:	
Number	47648
Average price at distributing point	$0.54

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

Coal, tons, bituminous:	
Passenger	25089.17
Freight	64864.20
Switching	10748.99
Construction	228.36
Total	100931.02
Average cost at distributing point	$2.678
Wood, cords, soft:	
Passenger	619.53
Freight	959.91
Switching	431.94
Construction	8.66
Total	2020.04
Average cost at distributing point	$3.20

Total fuel consumed, tons:	
Passenger	25399.23
Freight	6534.16
Switching	10964.96
Construction	232.69
Total	101941.04
Miles run:	
Passenger	758141.00
Freight	1289747.00
Switching	296028.00
Construction	7759.00
Total	2351675.00
Average pounds consumed per mile:	
Passenger	67.00
Freight	101.33
Switching	74.08
Construction	59.98

ACCIDENTS TO PERSONS—STATE OF NEBRASKA.

Employees—Trainmen, killed:	
Falling from trains and engines	2
Employees—Trainmen, injured:	
Coupling and uncoupling	11
Falling from trains and engines	5
Overhead obstructions	1
Collisions	3
Derailments	1
Other causes	18
Total	39
Employees—Switchmen, flagmen, and watchmen, injured:	
Coupling and uncoupling	5
Falling from trains and engines	1
Total	6

Other employees, killed:	
Other causes	1
Other employees, injured:	
At stations	1
Other causes	30
Total	31
Total employees killed:	
Falling from trains and engines	2
Other causes	1
Total	3
Total employees injured:	
Coupling and uncoupling	16
Falling from trains and engines	6
Overhead obstructions	1
Collisions	3
Derailments	1
At stations	1
Other causes	48
Total	76
Passengers, injured:	
Other causes	7
Others, trespassing, killed:	
At highway crossing	1
Other causes	5
Total	6
Others, trespassing, injured:	
Other causes	9
Others, not trespassing, killed:	
Other causes	1
Others, not trespassing, injured:	
At highway crossings	4
Other causes	1
Total	5

Total others killed:	
At highway crossings	1
Other causes	6
Total	7
Total others injured:	
At highway crossings	4
Other causes	10
Total	14

CHARACTERISTICS OF ROAD—STATE OF NEBRASKA

BRIDGES, TRESTLES, ETC.

Bridges—Iron, truss:	
Number	2
Aggregate length, feet	155
Minimum length, feet	45
Maximum length, feet	110
Bridges—Wooden:	
Number	10
Aggregate length, feet	4032
Minimum length, feet	32
Maximum length, feet	2760
Bridges—Combination:	
Number	2
Aggregate length, feet	320
Minimum length, feet	160
Maximum length, feet	160
Bridges—Total:	
Number	14
Aggregate length, feet	4507

Trestles:

Number	1441
Aggregate length	210839 ft. 6 in.
Minimum length	31 ft.
Maximum length	775 ft.
*Number	156
Aggregate length	1860 ft. 6 in.
Minimum length	4 ft.
Maximum length	15 ft. 6 in.

OVERHEAD HIGHWAY CROSSINGS.

Bridges:

Number	15
Height of lowest above surface of rail	21 ft. 6 in.

Gauge of track, 4 feet 8½ inches; 985.19 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Western Union Telegraph Co., operated by F., E. & M. V. R. R. Co., for company's business only:	
Miles of line	983.45
Miles of wire	1198.14
Western Union Telegraph Co., operated by Western Union Telegraph Co.:	
Miles of wire	1133.02
Western Union Telegraph Co., operated by Western Union Telegraph Co. and F., E. & M. V. R. R., for company's business only:	
Miles of wire	315.03
Total miles of wire	2646.19

* Open water-ways less than 20 ft.

CAR MILEAGE.

COMPANIES TO WHOM MILEAGE IS PAID FOR USE OF CARS.

Ames Palace Horse Car Co.
Anglo-American Refrigerator Car Co.
American Refrigerator Transit Co.
Armour Car Line.
Barrett & Barrett.
Barrett & Barrett Refrigerator Line.
Blue Line.
Burton Stock Car Co.
Canada Southern Line.
California Fruit Transfer Co.
California Fruit Express.
Continental Fruit Express.
Carda Cattle Car Co.
Corle Oatmeal Co.
Chicago Refrigerator Car Line.
Chicago, New York & Boston Transfer Co.
Cudahy Refrigerator Line.
Cudahy Mail Refrigerator Line.
Canadian Pacific Despatch.
Chappell Chemical Co.
Cupples, Sam'l, Woodenware Co.
Cedar Rapids Refrigerator Express.
Crocker Chair Co.
Cold Blast Transfer Co.
Dold, J., Packing Co.
Erie Despatch.
Ellsworth, J. W., & Co.
Empire Line.
Fairbank, N. K., & Co.
Havens, C. B., & Co.
Hicks Stock Car Co.
Healey Refrigerator Line.
Hammond Refrigerator Line.

International Fruit Dealers Despatch.
Interstate Ventilator Refrigerator Line.
Kansas Manufacturers Despatch.
Kentucky Refining Co.
Keystone Palace Horse Car Co.
Kingan Refrigerator Line.
Kansas City Dressed Beef Line.
Laurel Hill Car & Coal Co.
Libby, McNeal & Libby.
Lipton Refrigerator Line.
Live Poultry Transfer Co.
Menasha Woodenware Co.
Mattoon Manufacturing Co.
Mann Bros.
Morris & Co. Refrigerator Line.
Merchants Despatch Transfer Co.
Merchants & Planters Oil Co.
Midland Line.
Mather Horse & Stock Car Co.
National Despatch Line.
Nickel Plate Line.
New England Car Co.
National Rolling Stock Co.
National Fruit Despatch.
National Refrigerator Transfer Co.
Overland Fruit Despatch.
Omaha Packing Co.
Omaha Brewing Association.
Provision Dealers Despatch.
Red Line Transit Co.
Railway Car Association.
Rend, W. P., & Co.
Rock Falls Manufacturing Co.
Street's Stable Car Line.
St. Louis Refrigerator Line.
Swift's Refrigerator Line.

St. Charles Car Co.
St. Paul Refrigerator Car Co.
Scofield, Shurmer & Teagle.
Schoenhoefen Brewing Co., The Peter.
Sripp Brewing Co., Conrad.
Sheboygan Chair Co.
Sioux City Packing Co.
Southern Despatch Lumber Line.
Southern Iron Car Line.
Southwestern Millers Despatch.
Southwestern Refrigerator Despatch.
Sioux City Dressed Beef Refrigerator Line.
Union Line.
Union Tank Line.
Union Refrigerator Transit Co.
White Line.
White Star Transfer Co.

ANNUAL REPORT

OF THE

SIOUX CITY & PACIFIC RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1895.

HISTORY.

1. Name of common carrier making this report? Sioux City & Pacific Railroad Company.

2. Date of organization? August 1st, 1864.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under general railroad law of Iowa, August 1, 1864.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. The Northern Nebraska Air Line R. R. Co., organized under general railroad law of Nebraska, June 7, 1867.

5. Date and authority for each consolidation? Northern Nebraska Air Line R. R. Consolidated under general law, September 15, 1868.

ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Marvin Hughitt, Chicago, Ill., May, 1896.
Albert Keep, Chicago, Ill., May, 1896.
M. L. Sykes, New York, N. Y., May, 1896.
M. M. Kirkman, Chicago, Ill., May, 1896.
W. H. Newman, Chicago, Ill., May, 1896.
W. H. Lennett, Chicago, Ill., May, 1896.
David P. Kimball, Boston, Mass., May, 1896.
John W. Whitman, Chicago, Ill., May, 1896.
J. B. Redfield, Chicago, Ill., May, 1896.

Total number of stockholders at date of last election? 58.

Date of last meeting of stockholders for election of directors? May 15th, 1895.

Give post-office address of general office? Chicago, Ill., and Omaha, Neb.

Give post-office address of operating office? Omaha, Neb.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, J. B. Redfield; title, auditor; address, Chicago, Ill.

OFFICERS.

TITLE, NAME, AND LOCATION OF OFFICE.

President—Marvin Hughitt, Chicago, Ill.
Vice President—Martil L. Sykes, New York, N. Y.
Secretary—Joseph B. Redfield, Chicago, Ill.
Treasurer—Marshall M. Kirkman, Chicago, Ill.
General Counsel—Lloyd W. Bowers, Chicago, Ill.
Comptroller—Marshall M. Kirkman, Chicago, Ill.
Auditor—Joseph B. Redfield, Chicago, Ill.

General Manager—Horace G. Burt, Omaha, Neb.

Chief Engineer—John B. Berry, Omaha, Neb.

General Superintendent—Chas. C. Hughes, Omaha, Neb.

Division Superintendent—Henry C. Mahanna, Fremont, Neb.

Superintendent of Telegraph—William P. McFarlane, Omaha, Neb.

General Freight Agent—Kingsley C. Morehouse, Omaha, Neb.

Asst. General Freight Agent—Amos H. Merchant, Omaha, Neb.

General Passenger Agent—John R. Buchanan, Omaha, Neb.

General Baggage Agent—Oliver W. Whittlesey, Missouri Valley, Iowa.

PROPERTY OPERATED—STATE OF NEBRASKA.

Railroad line represented by capital stock—Main line.

NAME.	Terminals.		Miles of line for each road named.	Miles of line for each class of road named.
	From—	To—		
Sioux City & Pacific R. R.	Iowa State Line	Fremont, Neb.	26.95	
Total main line represented by capital stock				26.95
Total mileage operated				26.95

PROPERTY OPERATED.

Railroad line represented by capital stock—Main line.

NAME.	Terminals.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Sioux City & Pacific R. R.	Sioux City, Iowa	Fremont, Neb.	101.58	
	Missouri Valley, Iowa	California Jct.	5.84	
Total main line represented by capital stock				107.42
Total mileage operated				107.42

CAPITAL STOCK.

Common and preferred:	
Number of shares authorized	60000
Par value of shares	$100 00
Total par value	6000000 00
Total amount issued and outstanding:	
Common	$1899400 00
Preferred	169000 00
Total	$2068400 00
Dividends declared during year:	
Common	None
Preferred, interest bearing stock, rate 7 per cent	$11830 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for construction—Common:	
Total number shares issued and outstanding	17914
Issued for purchase of the road between Missouri Valley and California Junction:	
Common—	
Total number shares issued and outstanding	1080
Preferred—	
Total number shares issued and outstanding	1690
Total	20684

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

First mortgage, issued January 1, 1868, due January 1, 1898:	
Amount of authorized issue	$1628000 00
Amount issued	1628000 00
Amount outstanding	1628000 00
Cash realized on amount issued, not known.	
Interest, 6 per cent; payable January and July 1; accrued during year	97680 00
Amount interest paid during year	97590 00
Issued March 10, 1868, due March 10, 1898:	
Amount of authorized issue	792000 00
Amount issued	792000 00
Amount outstanding	792000 00
Cash realized on amount issued, not known.	
Issued March 30, 1868, due March 30, 1898:	
Amount of authorized issue	320000 00
Amount issued	320000 00
Amount outstanding	320000 00
Cash realized on amount issued, not known.	
Issued March 3, 1869, due March 3, 1899:	
Amount of authorized issue	516320 00
Amount issued	516320 00
Amount outstanding	516320 00
Cash realized on amount issued, not known.	
Interest on bonds issued March 10 and 30, 1868, and March 3, 1869, 6 per cent; payable on maturity of bonds; accrued during year	97699 20
Total:	
Amount of authorized issue	3256320 00
Amount issued	3256320 00
Amount outstanding	3256320 00
Amount of interest accrued during year	195379 20
Amount of interest paid during year	97590 00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash	$170933 58
Due from agents	40920 87
Net traffic balances due from other companies	7971 83
Total—Cash and current assets	$219826 28

Material and supplies on hand, $46732.64

Current Liabilities Accrued to and Including June 30, 1895.

Audited vouchers and accounts	$19341 82
Wages and salaries	28768 18
Matured interest coupons unpaid (including coupons due July 1)	49980 00
Total—Current liabilities	$98090 00
Balance—Cash assets	121736 28
Total	$219826 28

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account capital stock:	
Total amount outstanding	$2068400 00
Miles of road	107.42
Amount per mile of line	$19255 26
Account bonds:	
Total amount outstanding	$3256320 00
Miles of road	107.42
Amount per mile of line	$30313 90

Account current liabilities:	
Total amount outstanding	$98090 00
Miles of road	107.42
Amount per mile of line	$913 14
Total:	
Total amount outstanding	$5422810 00
Miles of road	107.42
Amount per mile of line	$50482.30

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Sioux City & Pacific R. R. Co.:	
Capital stock	$2068400 00
Funded debt	3256320 00
Current liabilities	98090 00
Total	5422810 00
Miles of road	107.42
Amount per mile of line	$50482 30

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION.

Expenditures during year, not included in operating expenses, charged to construction or equipment:	
Sidings and yard extensions	$64 14

EQUIPMENT.

Expenditures during year, not included in operating expenses, charged to construction or equipment:		
Passenger cars	Cr.	$2 40
Freight cars		50 15
Total equipment		$47 75

Grand total cost construction, equipment, etc.:	
Charged to construction or equipment	$111 89
Total cost to June 30, 1894	5748895 42
Total cost to June 30, 1895	5749007 31
Cost per mile	53518 97
Total cost construction, equipment, etc., state of Nebraska (proportional):	
Charged to construction or equipment	$28 07
Total cost to June 30, 1894	1442308 05
Total cost to June 30, 1895	1442336 12
Cost per mile	53518 97

INCOME ACCOUNT.

Gross earnings from operation	$437428 68
Less operating expenses	277285 80
Income from operation	$160142 88
Miscellaneous income—less expenses	$3832 82
Income from other sources	$3832 82
Total income	$163975 70
Deductions from income:	
Interest on funded debt accrued	$195379 20
Taxes	16888 07
Total deductions from income	$212267 27
Deficit	$48291 57
Dividends, 7 per cent preferred stock	11830 00
Deficit from operations of year ending June 30, 1895,	$60121 57
Deficit on June 30, 1894	1615278 71
Deficit on June 30, 1895	$1675400 28

EARNINGS FROM OPERATION—STATE OF NEBRASKA.

Passenger:	
Passenger revenue—Total receipts	$24710 65
Deductions, account of repayments, etc.:	
Tickets redeemed	38 92
Excess fares refunded	245 54
Total deductions	$284 46
Actual earnings:	
Total passenger revenue	$24426 19
Mail	6193 68
Express	2088 82
Extra baggage and storage	770 10
Other items, train and station privileges	50 75
Total passenger earnings	$33529 54
Freight:	
Freight revenue—Total receipts	$35165 01
Deductions, account of repayments, etc.:	
Overcharge to shippers	$802 17
Other repayments	3 34
Total deductions	$805 51
Actual earnings:	
Total freight earnings	$34359 50
Total passenger and freight earnings	$67889 04
Other earnings from operation:	
Rents from tracks, yards, and terminals	$9672 84
Rents not otherwise provided for	135 83
Other sources	8 06
Total other earnings	$9816 73
Total gross earnings from operation—Nebraska	$77705 77
Total gross earnings from operation—Entire line	437428 68

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Fremont, E. & M. V. R. Co., using tracks from Missouri Valley to Fremont	$13498 20
C., St. P., M. & O. R. Co., using terminals in Sioux City	1076 07
Grand total rents received	$14574 27

MISCELLANEOUS INCOME.

Profit and loss. For amounts received for wear and tear on this company's machinery and tools used in repairing foreign company's equipment, and interest on loans:	
Gross income	$3832 82
Net miscellaneous income	3832 82

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway	$21927 94
Renewals of rails	733 73
Renewals of ties	4659 34
Repairs and renewals of bridges and culverts	2961 72
Repairs and renewals of fences, road crossings, signs, and cattle guards	778 67
Repairs and renewals of buildings and fixtures,	6637 83
Repairs and renewals of telegraph	1058 83
Stationery and printing	307 20
Total	$39065 26

Maintenance of equipment:	
Superintendence	$5322 42
Repairs and renewals of locomotives	7616 26
Repairs and renewals of passenger cars	1983 14
Repairs and renewals of freight cars	6379 47
Repairs and renewals of work cars	1 93
Repairs and renewals of shop machinery and tools	4420 67
Stationery and printing	610 18
Other expenses	1563 25
Total	$27897 19
Conducting transportation:	
Superintendence	$1776 63
Engine and roundhouse men	29730 28
Fuel for locomotives	42196 50
Water supply for locomotives	1997 22
Oil, tallow, and waste for locomotives	1283 87
Other supplies for locomotives	308 45
Train service	23174 90
Train supplies and expenses	5680 73
Switchmen, flagmen, and watchmen	9361 11
Telegraph expenses	5330 77
Station service	26351 55
Station supplies	2497 30
Switching charges—balance	1738 45
Car mileage—balance	6878 95
Hire of equipment	16611 88
Loss and damage	2370 49
Injuries to persons	8464 53
Clearing wrecks	488 11
Advertising	390 46
Outside agencies	3121 08
Commissions	520 89
Rents of buildings and other property	1394 15
Stationery and printing	2381 33
Total	$194049 13

General expenses:	
Salaries of general officers	$4396 32
Salaries of clerks and attendants	7208 30
General office expenses and supplies	1047 99
Insurance	8 10
Law expenses	3389 96
Stationery and printing (general offices)	217 55
Other expenses	6 00
Total	$16274 22
Recapitulation of expenses:	
Maintenance of way and structures	$39065 26
Maintenance of equipment	27897 19
Conducting transportation	194049 13
General expenses	16274 22
Grand total	$277285 80

Percentage of expenses to earnings, entire line, 63.39.

Operating expenses, state of Nebraska (proportional):	
Maintenance of way and structures	$9800 86
Maintenance of equipment	6998 97
Conducting transportation	48683 90
General expenses	4082 95
Total	$69566 68

Percentage of proportional expenses to earnings, Nebraska, 89.53.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

June 30, 1894, total:	
Cost of road and equipment	$5748895 42
Cash and current assets	200192 82
Other assets, materials and supplies	63148 82
Due from U. S. government:	
Adjudicated	107537 02
Not yet adjudicated	234308 53
Profit and loss	1615278 71
Grand total	7969361 32
June 30, 1895, total:	
Cost of road and equipment	5749007 31
Cash and current assets	219826 26
Other assets, materials and supplies	46732 64
Due from U. S. government:	
Adjudicated	107537 02
Not yet adjudicated	263951 87
Profit and loss	1675400 28
Grand total	8062455 40
Year ending June 30, 1895, increase:	
Cost of road and equipment	111 89
Cash and current assets	19633 46
Due from U. S. government:	
Not yet adjudicated	29643 34
Profit and loss	60121 57
Grand total	93094 08
Year ending June 30, 1895, decrease:	
Other assets, materials and supplies	16416 18

COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.

June 30, 1894, total:	
Capital stock	$2068400 00
Funded debt	3256320 00
Current liabilities	102695 12
Accrued interest on preferred stock	2957 51
Interest on United States government lien	2538988 69
Grand total	7969361 32
June 30, 1895, total:	
Capital stock	2068400 00
Funded debt	3256320 00
Current liabilities	98090 00
Accrued interest on preferred stock	2957 51
Interest on United States government lien	2636687 89
Grand total	8062455 40
Year ending June 30, 1895, increase:	
Accrued interest on preferred stock	97699 20
Grand total	93094 08
Year ending June 30, 1895, decrease:	
Current liabilities	4605 12

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

1. Express companies.

By an agreement with the American Express Co., dated April 16th, 1894, to be in force until April 1st, 1899, the Sioux City & Pacific R. R. Co. agrees to transport the freight of the express company over its lines for an annual payment of $9,755.40 for an estimated tonnage, and an agreed schedule of rates for any excess of tonnage.

2. Mails.

This company carries the United States mails upon orders of the

post-office department, for such compensation as may be from time to time fixed.

3. Sleeping, parlor, or dining car companies.

Sleeping cars are run owned by the sleeping car companies, this company paying mileage for the use of the same. The sleeping car companies make all collections for charges for accommodations therein, and pay the cost of maintenance and operating, with exception of the cost of cleaning the exterior of cars, fuel, lubricants, oil and gas for lighting, and other petty supplies. These latter items are paid for by the railroad company. No written contract.

4. Other railroad companies.

This company has an agreement with the Fremont, Elkhorn & Missouri Valley R. R. Co., under date of November 1st, 1884, giving that company the right to joint use with this company this company's track between Missouri Valley, Iowa, and Fremont, Nebraska, the F., E. & M. V. R. R. Co. to pay the S. C. & P. R. R. Co. a sum equal to one-half of six per cent per annum on the valuation of the property so used, also its proportion of the cost of maintenance, based upon wheelage and one-half of the taxes.

5. Telegraph companies.

The contract with the Western Union Telegraph Company, dated April 1st, 1871, leases to that company this company's telegraph lines for a term of twenty-five years, and provides that this company shall have the use of sufficient wires and facilities for the business of the railroad company under certain regulations as to their use.

SECURITY FOR FUNDED DEBT.

First mortgage bonds, from Sioux City to Fremont, 101.58 miles:

Amount of mortgage per mile of line..... $16026 77

What equipment mortgaged, all.

U. S. subsidy (second mortgage), from Sioux City to Fremont, 101.58 miles:

Amount of mortgage per mile of line.....$16029 93

What equipment mortgaged, all.

EMPLOYEES AND SALARIES—STATE OF NEBRASKA.

Class.	Number.	Total yearly compensation.	Average daily compensation.
General officers	6	$4877 50	$2 23
Other officers	6	1800 00	96
General office clerks	20	16187 37	2 35
Station agents	3	1716 00	1 83
Other station men	5	2105 18	1 34
Enginemen	1	1338 66	4 28
Firemen	1	794 47	2 54
Conductors	5	3444 49	2 75
Other trainmen	8	4721 66	2 15
Section foremen	5	2460 00	1 57
Other trackmen	7	2857 52	1 30
Switchmen, flagmen, and watchmen	....	88 06	1 69
Telegraph operators and dispatchers	6	3962 75	2 11
All other employees and laborers	12	9580 99	2 58
Distribution of above:			
General administration	27	21439 87	2 28
Maintenance of way and structures,	12	7217 77	1 44
Conducting transportation	46	27277 01	2 18
Total (including "general officers")—Nebraska	85	$55934 65	$2 08
Less "general officers"	6	4877 50	2 23
Total (excluding "general officers")—Nebraska	79	$51057 15	$2 06
Total (including "general officers")—entire line	567	316178 28	1 92

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF NEBRASKA.

Passenger traffic:

Number of passengers carried earning revenue, 47370.
Number of passengers carried one mile, 848695.
Number of passengers carried one mile per mile of road, 31491.
Average distance carried, 17.916 miles.
Total passenger revenue, $24426.19.
Average amount received from each passenger, $0.51565.
Average receipts per passenger per mile, $0.02878.
Total passenger earnings, $33529.54.
Passenger earnings per mile of road, $1244.14.
Passenger earnings per train mile, $1.54985.

Freight traffic:

Number of tons carried of freight earning revenue, 130234.
Number of tons carried one mile, 2564140.
Number of tons carried one mile per mile of road, 95144.
Average distance haul of one ton, 19.69 miles.
Total freight revenue, $34359.50.
Average amount received for each ton of freight, $0.26383.
Average receipts per ton per mile, $0.01340.
Total freight earnings, $34359.50.
Freight earnings per mile of road, $1274.93.
Freight earnings per train mile, $1.38340.

Passenger and freight:

Passenger and freight revenue, $58785.69.
Passenger and freight revenue per mile of road, $2181.29.
Passenger and freight earnings, $67889.04.
Passenger and freight earnings per mile of road, $2519.07.
Gross earnings from operation, $77705.77.
Gross earnings from operation per mile of road, $2883.33.
Gross earnings from operation per train mile, $1.67213.
Operating expenses, $69566.68.
Operating expenses per mile of road, $2581.32.
Operating expenses per train mile, $1.49699.
Income from operation, $8139.09.
Income from operation per mile of road, $302.01.

Train mileage:

Miles run by passenger trains, 20101.
Miles run by freight trains, 20237.
Miles run by mixed trains, 6133.
Total mileage trains earning revenue, 46471.
Miles run by switching trains, 26531.
Miles run by construction and other trains, 3507.
Grand total train mileage, 76509.
Mileage of loaded freight cars—north or east, 173046.
Mileage of loaded freight cars—south or west, 151797.
Mileage of empty freight cars—north or east, 103575.
Mileage of empty freight cars—south or west, 97983.
Average number of freight cars in train, 19.96.
Average number of loaded cars in train, 12.32.
Average number of empty cars in train, 7.64.
Average number of tons of freight in train, 97.23.
Average number of tons of freight in each loaded car, 7.89.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Passenger traffic:

Number of passengers carried earning revenue, 193703.
Number of passengers carried one mile, 7273108.
Number of passengers carried one mile per mile of road, 67707.
Average distance carried, 37.548 miles.
Total passenger revenue, $190203.63.
Average amount received from each passenger, $0.98193.
Average receipts per passenger per mile, $0.02615.
Total passenger earnings, $232710.33.
Passenger earnings per mile of road, $2166.36.
Passenger earnings per train mile, $1.23081.

Freight traffic:

Number of tons carried of freight earning revenue, 309832.
Number of tons carried one mile, 14135759.
Number of tons carried one mile per mile of road, 131593.
Average distance haul of one ton, 45.62 miles.

Total freight revenue, $187700.69.
Average amount received for each ton of freight, $0.60581.
Average receipts per ton per mile, $0.01328.
Total freight earnings, $187704.69.
Freight earnings per mile of road, $1747.39.
Freight earnings per train mile, $1.44288.

Passenger and freight:
Passenger and freight revenue, $377904.32.
Passenger and freight revenue per mile of road, $3518.01.
Passenger and freight earnings, $420415.02.
Passenger and freight earnings per mile of road, $3913.75.
Gross earnings from operation, $437428.68.
Gross earnings from operation per mile of road, $4072.13.
Gross earnings from operation per train mile, $1.37056.
Operating expenses, $277285.80.
Operating expenses per mile of road, $2581.32.
Operating expenses per train mile, $0.86880.
Income from operation, $160142.88.
Income from operation per mile of road, $1490.81.

Train mileage:
Miles run by passenger trains, 186882.
Miles run by freight trains, 123523.
Miles run by mixed trains, 8756.
Total mileage trains earning revenue, 319161.
Miles run by switching trains, 71652.
Miles run by construction and other trains, 6042.
Grand total train mileage, 396855.
Mileage of loaded freight cars—north or east, 721023.
Mileage of loaded freight cars—south or west, 632488.
Mileage of empty freight cars—north or east, 431563.
Mileage of empty freight cars—south or west, 408261.
Average number of freight cars in train, 16.58.
Average number of loaded cars in train, 10.23.
Average number of empty cars in train, 6.35.
Average number of tons of freight in train, 106.86.
Average number of tons of freight in each loaded car, 10.44.

FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA.

COMPANY'S MATERIAL EXCLUDED.

Commodity.		Freight Originating on this Road—Whole Tons.	Freight Received from Connecting Roads and Other Carriers—Whole Tons.	Total Freight Tonnage.	
				Whole Tons.	Per Cent.
Products of agriculture.	Grain	7092	2667	9759	11.46
	Flour	108	239	347	.41
	Other mill products	24	93	117	.14
	Hay	1164	16	1180	1.39
	Tobacco	.....	3	3	.....
	Fruit and vegetables	284	279	563	.66
Products of animals.	Live stock	3493	24849	28342	33.29
	Other packing-house products	585	380	965	1.13
	Poultry, game, and fish	.....	115	115	.14
	Wool	.....	338	338	.40
	Hides and leather	582	3	585	.69
Products of mines.	Anthracite coal	30	501	531	.62
	Bituminous coal	285	10393	10678	12.54
	Coke	.....	30	30	.04
	Stone, sand, and other like articles	544	19168	19712	23.14
Products of forest—Lumber		322	2500	2822	3.32
Manufactures.	Petroleum and other oils	.....	376	376	.44
	Sugar	.....	1	1	.....
	Iron and steel rails	.....	343	343	.40
	Other castings, machinery	11	149	160	.19
	Bar and sheet metal	.....	60	60	.07
	Cement, brick, and lime	38	431	469	.53
	Agricultural implements	.....	105	105	.12
	Wagons, carriages, tools, etc.	.....	564	564	.66
	Wines, liquors, and beers	6	451	457	.54
	Household goods, furniture	274	302	576	.68
Merchandise		1394	2519	3913	4.60
Miscellaneous: Other commodities not mentioned above		753	1287	2040	2.40
Total tonnage—Nebraska		16989	68162	85151	100.00
Total tonnage—entire line		128484	181348	309832	.....

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
		Number.	Name.	Number.	Name.
Locomotives—Owned and leased :					
Passenger	5	5	Westinghouse		
Freight	4	4	Westinghouse		
Switching	3	3	Westinghouse		
Total locomotives in service	12	12	.....	.....	
Less locomotives leased	.....	.....	.....	.....	
Total locomotives owned	12	12	.....	.....	
Cars—Owned and leased:					
In passenger service—					
Second-class cars	5	5	Westinghouse	5	Miller.
Combination cars	5	5	Westinghouse	5	Miller.
Baggage, express, and postal cars	3	3	Westinghouse	3	Miller.
Total	13	13	.....	13	
In freight service—					
Box cars	290	216	Westinghouse	217	Chicago.
Flat cars	46	.....	.....	.....	
Stock cars	20	4	Westinghouse	4	Chicago.
Total	356	220	.....	221	
In company's service—					
Officers' and pay cars	1	1	Westinghouse	1	Miller.
Caboose cars	12	.....	.....	.....	
Other road cars	3	1	Westinghouse	2	Chicago.
Total	16	2	.....	3	
Total cars in service	385	235	.....	237	
Total cars owned	385	235	.....	237	

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:	
Line represented by capital stock, main line	107.42
Total mileage operated	107.42
Rails:	
Iron	4.87
Steel	102.55
Miles of yard track and sidings:	
Line represented by capital stock, main line	30.47
Total mileage operated	30.47
Rails:	
Iron	27.29
Steel	3.18
Total mileage operated (all tracks):	
Line represented by capital stock, main line	137.89
Total mileage operated	137.89
Rails:	
Iron	32.16
Steel	105.73

B. MILEAGE OF LINE OPERATED AND OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Iowa:	
Line represented by capital stock, main line	80.47
Total mileage operated and owned	80.47
Rails:	
Iron	2.41
Steel	78.06
State of Nebraska:	
Line represented by capital stock, main line	26.95
Total mileage operated and owned	26.95
Rails:	
Iron	2.46
Steel	24.49

Total mileage operated (single track):	
Line represented by capital stock, main line	107.42
Total mileage operated	107.42
Rails:	
Iron	4.87
Steel	102.55

MILEAGE—STATE OF NEBRASKA.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:	
Line represented by capital stock, main line	26.95
Total mileage operated	26.95
Rails:	
Iron	2.46
Steel	24.49
Miles of yard track and sidings:	
Line represented by capital stock, main line	5.76
Total mileage operated	5.76
Rails, iron	5.76
Total mileage operated (all tracks):	
Line represented by capital stock, main line	32.71
Total mileage operated	32.71
Rails:	
Iron	8.22
Steel	24.49

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Nebraska:	
Line represented by capital stock, main line	26.95
Total mileage operated	26.95
Rails:	
Iron	2.46
Steel	24.49

Total mileage operated (single track):

Line represented by capital stock, main line	26.95
Total mileage operated	26.95
Rails:	
Iron	2.46
Steel	24.49

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK.)

State of Nebraska:

Line represented by capital stock, main line	26.95
Total mileage owned	26.95
Rails:	
Iron	2.46
Steel	24.49

Total mileage owned (single track):

Line represented by capital stock, main line	26.95
Total mileage owned	26.95
Rails:	
Iron	2.46
Steel	24.49

RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

NEW RAILS LAID DURING YEAR.

Steel:

Tons	2.68
Weight per yard	60 lbs.
Average price per ton at distributing point	$27.88

NEW TIES LAID DURING YEAR.

Oak:

Number	995
Average price at distributing point	$0.60

Cedar:	
Number	845
Average price at distributing point	$0.53
Total:	
Number	1840

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

Coal, tons, bituminous:	
Passenger	872.68
Freight	1286.10
Switching	935.32
Construction	165.95
Total	3260.05
Average cost at distributing point	$2.39
Wood, cords, soft:	
Passenger	35.03
Freight	43.40
Switching	39.82
Construction	7.13
Total	125.38
Average cost at distributing point	$3.057
Total fuel consumed, tons:	
Passenger	890.20
Freight	1307.80
Switching	955.23
Construction	169.51
Total	3322.74
Miles run:	
Passenger	21763
Freight	26874
Switching	26531
Construction	6472
Total	81640

Average pounds consumed per mile:

Passenger	81.81
Freight	97.33
Switching	72.01
Construction	52.38

ACCIDENTS TO PERSONS—STATE OF NEBRASKA.

Employees—Trainmen, injured:	
Other causes	1
Other employees, injured:	
Other causes	3
Total employees injured:	
Other causes	4
Passengers injured:	
Other causes	1
Others trespassing, killed:	
At highway crossings	1
Total others killed:	
At highway crossings	1

CHARACTERISTICS OF ROAD—STATE OF NEBRASKA.

BRIDGES, TRESTLES, ETC.

Bridges—Combination:	
Number	1
Aggregate length	160 ft.
Trestles:	
Number	34
Aggregate length	3767 ft. 6 in.
Minimum length	31 ft.
Maximum length	449 ft. 6 in.

Gauge of track 4 feet 8½ inches; 26 miles.

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Operated by this company, miles of line and miles of wire, 26.95
Operated by Western Union Telegraph Co., miles of line and miles of wire..... 26.95

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Western Union Telegraph Co., operated for Western Union Telegraph Co., miles of wire..... 41.50
Western Union Telegraph Co., operated for Sioux City & Pacific R. R. Co., for company's business only, miles of wire..... 67.20

ANNUAL REPORT

OF THE

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1895.

HISTORY.

1. Name of common carrier making this report? Chicago, Rock Island & Pacific Railway Co.

2. Date of organization? June 2d, 1880.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Illinois and Iowa.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Same as previously reported.

ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

R. P. Flower, New York City, June, 1898.
Benj. Brewster, New York City, June, 1898.
H. R. Bishop, New York City, June, 1897.

Henry M. Flagler, New York City, June, 1898.
Alexander E. Orr, New York City, June, 1897.
David Dows, Jr., New York City, June, 1896.
Alex. T. Van Nest, New York City, June, 1897.
H. H. Porter, Chicago, Ill., June, 1896.
Marshall Field, Chicago, Ill., June, 1896.
John De Koven, Chicago, Ill., June, 1896.
H. G. Purdy, Chicago, Ill., June, 1897.
R. R. Cable, Rock Island, Ill., June, 1897.
Geo. G. Wright, Des Moines, Iowa, June, 1898.

Total number of stockholders at date of last election? 4253.

Date of meeting of stockholders for election of directors? June 5, 1895.

Give post-office address of general office? Chicago, Ill.

Give post-office address of operating office? Chicago, Ill.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, S. C. Matthews; title, auditor; address, Chicago, Ill.

OFFICERS.

TITLE, NAME, AND LOCATION OF OFFICE.

President—R. R. Cable, Chicago, Ill.
First Vice President—Benj. Brewster, New York, N. Y.
Second Vice President—W. G. Purdy, Chicago, Ill.
Third Vice President—W. H. Truesdale, Chicago, Ill.
Secretary-Treasurer—W. G. Purdy, Chicago, Ill.
Assistant to President—H. A. Parker, Chicago, Ill.
General Attorney—Robert Mather, Chicago, Ill.
General Attorney—M. A. Low, Topeka, Kan.
Auditor—S. C. Matthews, Chicago, Ill.
Assistant Auditor—H. F. Morris, Topeka, Kan.
General Manager—W. H. Truesdale, Chicago, Ill.
Assistant General Manager—W. I. Allen, Chicago, Ill.
Chief Engineer—H. A. Parker, Chicago, Ill.

General Superintendent—C. Dunlap, Chicago, Ill.
Assistant General Superintendent—A. J. Hitt, Topeka, Kan.
Division Superintendent—C. H. Hubbell, Chicago, Ill.
Division Superintendent—C. L. Nichols, Blue Island, Ill.
Division Superintendent—W. H. Stillwell, Des Moines, Ia.
Division Superintendent—C. N. Gilmore, Des Moines, Ia.
Division Superintendent—W. J. Lawrence, Trenton, Mo.
Division Superintendent—W. M. Hobbs, Norton, Kan.
Division Superintendent—R. B. Agnew, Colorado Springs, Colo.
Division Superintendent—Harry Fox, Herington, Kan.
Division Superintendent—S. B. Hovey, Fort Worth, Tex.
Traffic Manager—W. M. Sage, Chicago, Ill.
General Freight Agent—J. M. Johnson, Chicago, Ill.
General Freight Agent—D. Atwood, Topeka, Kan.
General Ticket and Passenger Agent—John Sebastian, Chicago, Ill.
Assistant General Ticket and Passenger Agent—S. F. Boyd, Chicago, Ill.
Assistant General Ticket and Passenger Agent—Geo. W. Duback, Chicago, Ill.
Assistant General Ticket and Passenger Agent—T. J. Anderson, Topeka, Kan.
General Baggage Agent—J. D. Marston—Chicago, Ill.
Superintendent of Telegraph—A. R. Swift, Chicago, Ill.
Land Commissioner, J. L. Drew—Davenport, Ia.

PROPERTY OPERATED—STATE OF NEBRASKA.

Railroad line represented by capital stock.

NAME.	Terminals.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Chicago, Rock Island & Pacific Ry....	Du Bois.....	Near Thompson....	89.75	
	South Omaha.....	Jansen.....	107.05	
	Fairbury.....	Nelson.....	51.53	248.33
Union Pacific Ry...	Missouri river.....	South Omaha.....	4.86	4.86
Total.....	.....	.....	.....	253.19

PROPERTY OPERATED.

Railroad line represented by capital stock.

Name.	Terminals. From—	Terminals. To—	Miles of line for each road named.	Miles of line for each class of roads named.
Chicago, Rock Island & Pacific Ry...	Chicago, Ill.	Council Bluffs, Ia.	499.62	
	Davenport, Ia.	Winthrop, Mo.	341.84	
	Edgerton Jctn., Mo.	Leavenworth, Kan.	20.31	
	Washington, Ia.	Knoxville, Ia.	79.00	
	South Englewood, Ill.	South Chicago, Ill.	7.50	
	Wilton, Ia.	Muscatine, Ia.	11.98	
	Wilton, Ia.	Lime Kiln, Ia.	6.08	
	Newton, Ia.	Monroe, Ia.	17.00	
	Des Moines, Ia.	Indianola & Winterset, Ia.	47.07	
	Menlo, Ia.	Guthrie Center, Ia.	14.58	
	Atlantic, Ia.	Audubon, Ia.	24.54	
	Atlantic, Ia.	Griswold, Ia.	14.71	
	Avoca, Ia.	Carson, Ia.	17.61	
	Avoca, Ia.	Harlan, Ia.	11.84	
	Mt. Zion, Ia.	Keosauqua, Ia.	4.50	
	Altamont, Mo.	St. Joseph, Mo.	49.66	
	St. Joseph, Mo.	Rushville, Mo.	14.70	
	Kansas City, Mo.	Armourdale, Kan.	2.40	
	South Omaha, Neb.	Jansen, Neb.	107 05	
	Elwood, Kan.	Liberal, Kan.	439.54	
	Herington, Kan.	Terral, I. T.	349.07	
	Herington, Kan.	Salina, Kan.	49.30	
	Horton, Kan.	Roswell, Colo.	568.65	
	Fairbury, Neb.	Nelson, Neb.	51.53	
	McFarland, Kan.	Belleville, Kan.	103.98	
	Dodge City, Kan.	Bucklin, Kan.	26.64	2880 70
Peoria & Bureau Valley R. R.	Bureau, Ill.	Peoria, Ill.	46.70	

PROPERTY OPERATED—CONTINUED.

NAME.	Terminals.		Miles of line for each road named	Miles of line for each class of roads named.
	From—	To—		
Keokuk & Des Moines Ry	Keokuk, Ia	Des Moines, Ia	162.20	
Des Moines & Ft. Dodge R. R	Des Moines, Ia	Ft. Dodge & Ruthven, Ia.	143.76	352.66
Hannibal & St. Joseph R. R.	Cameron, Mo	Kansas City, Mo	54.30	
Union Pacific Ry	Council Bluffs, Ia	South Omaha, Neb	7.02	
	Kansas City, Mo	North Topeka, Kan	67.35	
	Lemon, Colo	Denvor, Colo	89.78	
Denver & Rio Grande	Denver, Colo	Pueblo, Colo	119.60	338.05
Total				3571.41

CAPITAL STOCK.

Common:	
Number of shares authorized	500000
Par value of shares	$100 00
Total par value authorized	50000000 00
Total amount issued and outstanding	46155800 00
Dividends declared during year	1153895 00
Rate, 2½ per cent.	
Fractional scrip:	
Total amount issued and outstanding	200 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash—Common:	
Total number shares issued and outstanding	41960
Total cash realized	$4196000 00
Issued for reorganization—Common:	
Total number shares issued and outstanding	419600
Total cash realized	$41960000 00
Total:	
Total number shares issued and outstanding	461560
Total cash realized	$46156000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Chicago & Southwestern, issued 1869, due 1899:	
Amount of authorized issue	$5000000 00
Amount issued	5000000 00
Amount outstanding	5000000 00
Cash realized on amount issued, don't know.	
Interest, 7 per cent; payable May and November; accrued during year	350000 00
Amount interest paid during year	350000 00

First mortgage, issued 1877, due 1917:	
Amount of authorized issue	$12500000 00
Amount issued	12500000 00
Amount outstanding	12500000 00
Cash realized on amount issued	12500000 00
Interest, 6 per cent; payable January and July; accrued during year	726000 00
Amount interest paid during year	726000 00
Extension and collateral, issued 1884, due 1934:	
Amount of authorized issue	*20000 00
Amount issued	36119000 00
Amount outstanding	36119000 00
Cash realized on amount issued	37102450 00
Interest, 5 per cent; payable January and July; accrued during year	1792225 00
Amount interest paid during year	1792225 00
Extension and collateral, issued 1884, due 1934:	
Amount issued	4593000 00
Amount outstanding	4593000 00
Interest, 5 per cent; payable January and July; accrued during year	229650 00
Amount interest paid during year	229650 00
Thirty-year debenture, issued 1891, due 1921:	
Amount of authorized issue	10000000 00
Amount issued	4500000 00
Amount outstanding	4500000 00
Interest, 5 per cent; payable March and September; accrued during year	220000 00
Amount interest paid during year	220000 00
Total:	
Mortgage bonds—	
Amount issued	53619000 00
Amount outstanding	53619000 00
Amount interest accrued during year	2868225 00
Amount interest paid during year	2868225 00

*$15000 per mile on road; $5000 per mile on equipment.

Total:

Miscellaneous obligations—

Amount issued	$9093000 00
Amount outstanding	9093000 00
Amount interest accrued during year	449650 00
Amount interest paid during year	449650 00

Grand total:

Amount issued	62712000 00
Amount outstanding	62712000 00
Amount interest accrued during year	3317875 00
Amount interest paid during year	3317875 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds:

Amount issued	$53619000 00
Amount outstanding	53619000 00
Amount interest accrued during year	2868225 00
Amount interest paid during year	2868225 00

Miscellaneous obligations:

Amount issued	9093000 00
Amount outstanding	9093000 00
Amount interest accrued during year	449650 00
Amount interest paid during year	449650 00

Total:

Amount issued	62712000 00
Amount outstanding	627120 0 00
Amount interest accrued during year	3317875 00
Amount interest paid during year	3317875 00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash	$1665107 49
Bills receivable	231933 50
Due from agents	434771 92
Due from solvent companies and individuals	228768 76
Net traffic balances due from other companies	45382 83
Total, cash and current assets	$2605964 50
Total	$2605964 50

Materials and supplies on hand, $1016053.51.

Current Liabilities Accrued to and Including June 30, 1895.

Loans and bills payable	$193735 27
Audited vouchers and accounts	592602 57
Wages and salaries	36766 36
Total, current liabilities	$823104 20
Balance, cash assets	1782860 30
Total	$2605964 50

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account capital stock:	
Total amount outstanding	$46156000 00
Apportionment to railroads	46156000 00
Miles of road	2880.70
Amount per mile of line	$16022 49
Account bonds:	
Total amount outstanding	$62712000 00
Apportionmant to railroads	58119000 00
Apportionment to other properties	4593000 00
Miles of road	2880.70
Amount per mile of line	$20175 30

Account current liabilities:	
Total amount outstanding	$823104 20
Apportionment to railroads	823104 20
Miles of road	2880.70
Amount per mile of line	$285 73
Total:	
Total amount outstanding	$109691104 20
Apportionment to railroads	105098104 20
Apportionment to other properties	4593000 00
Miles of road	2880.70
Amount per mile of line	$36483 52

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Chicago, Rock Island & Pacific:	
Capital stock	$46156000 00
Funded debt	58119000 00
Current liabilities	823104 20
Total	105098104 20
Miles of road	2880.70
Amount per mile of line	$36483 52
Peoria & Bureau Valley:	
Capital stock	$1500000 00
Total	1500000 00
Miles of road	46.70
Amount per mile of line	$32199 91
Keokuk & Des Moines:	
Capital stock	$4125000 00
Funded debt	2750000 00
Total	6875000 00
Miles of road	162.20
Amount per mile of line	$42385 94

Des Moines & Ft. Dodge:	
Capital stock	$5046500 00
Funded debt	3072000 00
Total	8118500 00
Miles of road	143.76
Amount per mile of line	$56472 59
Total:	
Capital stock	$56827500 00
Funded debt	63941000 00
Current liabilities	823104 20
Total	121591604 20
Miles of road	3233.36
Amount per mile of line	$37605 34

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Total construction:	
Expenditures during year, not included in operating expenses, charged to construction or equipment	$410735 23
Total cost to June 30, 1894	88376215 96
Total cost to June 30, 1895	88786951 19
Cost per mile	30821 31
Total equipment:	
Expenditures during year, not included in operating expenses, charged to construction or equipment	27549 09
Total cost to June 30, 1894	15637967 19
Total cost to June 30, 1895	15655516 28
Cost per mile	5438 09
Grand total cost construction, equipment, etc.:	
Charged to construction or equipment	438284 32
Total cost to June 30, 1894	104014183 15
Total cost to June 30, 1895	104452467 47
Cost per mile	36259 40

INCOME ACCOUNT.

Gross earnings from operation	$16154737 96
Less operating expenses	10971504 60
Income from operation	$5183233 36
Dividends on stocks owned	$148520 90
Interest on bonds owned	798142 84
Miscellaneous income—less expenses	783630 12
Income from other sources	$1730293 86
Total income	$6913527 22
Deductions from income:	
Interest on funded debt accrued	$3317875 00
Rents paid for lease of road	814882 24
Taxes	847238 47
*Other deductions	325 85
Total deductions from income	$4980321 56
Net income	$1933205 66
Dividends, 2½ per cent, common stock	1153895 00
Surplus from operations of year ending June 30, 1895	$779310 66
Deficit on June 30, 1894 (from "General Balance Sheet," 1894 report)	90477 23
Surplus on June 30, 1895 (for entry on "General Balance Sheet")	$688833 43

*Other deductions from income, $325.85, is for premium on bonds purchased for sinking fund.

EARNINGS FROM OPERATION—STATE OF NEBRASKA.

Actual earnings:	
Total passenger revenue	$163807 12
Mail	32430 51
Express	16329 24
Extra baggage and storage	2349 26
Dining cars	2300 21
Sleeping cars	2831 49
Total passenger earnings	$220047 83
Total freight earnings	411395 87
Total passenger and freight earnings	$731433 70
Other earnings from operation:	
Rents from tracks, yards, and terminals	3730 07
Total gross earnings from operation—Nebraska	$735163 77
Total gross earnings from operation—Entire line	16154737 96

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS AND YARDS.

C., M. & St. P., using tracks from Point Byron Junction to Rock Island, Ill	$13750 00
Wabash, using tracks from Ottumwa to Harvey, Ia.	14040 36
B. & O., using tracks of South Chicago Branch	18292 44
C. & C. T., using tracks of South Chicago Branch	8660 19
C. & B. I., using tracks from South Chicago to Joliet,	62424 00
L. & St. J., using tracks from Beverly to Leavenworth	1833 30
C. & N. W., near Given, Iowa	1748 63
K. C., W. & N. W., using tracks from Virginia to Beatrice	3730 07
Total	$124478 99

L. S. & M. S., using yards in Chicago, Ill	$7642 49
M. & St. L., using yards in Ft. Dodge, Ia	2400 00
H. & S. Ry., using yards in Hutchinson, Kan.	2321 00
Total	$12363 49
Grand total rents received	$136842 48

MISCELLANEOUS INCOME.

Agricultural lands sold	$35486 36
Exchange, interest, and discount	340743 76
Premium on Minneapolis & St. Louis bonds sold	407400 00
Total	$783630 12

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway	$1247435 85
Renewals of rails	116085 98
Renewals of ties	340994 19
Repairs and renewals of bridges and culverts and cattle guards	392235 43
Repairs and renewals of fences, road crossings, and signs	65659 20
Repairs and renewals of buildings and fixtures,	192029 08
Total	$2354439 73
Maintenance of equipment:	
Repairs and renewals of locomotives	$531346 86
Repairs and renewals of passenger cars	277275 67
Repairs and renewals of freight cars	365763 42
Total	$1174385 95

Conducting transportation:	
Engine and roundhouse men	$1175048 28
Fuel for locomotives	1130089 65
Water supply for locomotives	149832 08
Oil, tallow, and waste for locomotives	34482 33
Train service	882183 74
Train supplies and expenses	137502 23
Telegraph expenses	238859 11
Station service	1654234 92
Station supplies	180388 57
Car mileage—balance	195615 69
Loss and damage	83793 59
Injuries to persons	138924 24
Advertising, outside agencies	438431 95
Stationery and printing	112557 51
Dining cars	68357 34
Total	$6620301 23
General expenses:	
Salaries of general officers, clerks, and attendants,	$401529 93
Law expenses	139723 01
Other expenses	281124 75
Total	$822377 69
Recapitulation of expenses:	
Maintenance of way and structures	$2354439 73
Maintenance of equipment	1174385 95
Conducting transportation	6620301 23
General expenses	822377 69
Grand total	$10971504 60

Percentage of expenses to earnings, entire line, 67.92.

Operating expenses, state of Nebraska:	
Maintenance of way and structures	$94030 33
Maintenance of equipment	50517 52
Conducting transportation	273902 96
General expenses	33756 10
Total	$452206 91

Percentage of expenses to earnings, Nebraska, 61.51.

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Peoria & Bureau Valley:	
Cash	$125000 00
Total	125000 00
Keokuk & Des Moines:	
Interest on bonds guaranteed	137500 00
Cash	14124 24
Total	151624 24
Des Moines & Ft. Dodge:	
Interest on bonds guaranteed	104880 00
Cash	27491 95
Total	132371 95
Hannibal & St. Joseph:	
Cash	43644 36
Total	43644 36
Union Pacific:	
Cash	123912 12
Total	123912 12
Denver & Rio Grande:	
Cash	106064 98
Total	106064 98
Missouri river bridge tolls:	
Cash	132264 59
Total	132264 59
Total rents:	
Interest on bonds guaranteed	242380 00
Cash	572502 24
Total	814882 24

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

June 30, 1894, total:	
Cost of road	$88376215 96
Cost of equipment	15637967 19
Stocks owned	2821728 78
Bonds owned	5914661 57
Loans and investments	500532 43
Advanced to Chicago, Rock Island & Texas Ry	1958873 02
Cash and current assets	1273156 08
C., R. I. & P. stock in treasury	12100 00
Six per cent mortgage bonds in treasury	400000 00
Other assets, materials and supplies	1273720 31
Sinking fund	255000 00
Profit and loss	90477 23
Grand total	118514432 57
June 30, 1895, total:	
Cost of road	88786951 19
Cost of equipment	15665516 28
Stocks owned	2824748 78
Bonds owned	3323718 27
Loans and investments	732332 75
Advanced to Chicago, Rock Island & Texas Ry	1956961 43
Cash and current assets	2605964 50
C., R. I. & P. stock in treasury	12100 00
Five per cent Ext. & Col. bonds in treasury,	338854 25
Five per cent debenture bonds in treasury	648736 67
Six per cent mortgage bonds in treasury	400000 00
Other assets, materials and supplies	1016053 51
Sinking fund	281000 00
Grand total	118592937 63

Year ending June 30, 1895, increase:	
Cost of road	$410735 23
Cost of equipment	27549 09
Stocks owned	3020 00
Loans and investments	231800 32
Cash and current assets	1332808 42
Five per cent Ext. & Col. bonds in treasury,	338854 25
Five per cent debenture bonds in treasury	648736 67
Sinking fund	26000 00
Grand total	78505 06
Year ending June 30, 1895, decrease:	
Bonds owned	2590943 30
Advanced to Chicago, Rock Island & Texas Ry	1911 59
Other assets, materials and supplies	257666 80
Profit and loss	90477 23

COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.

June 30, 1894, total:	
Capital stock	$46156000 00
Funded debt	62512000 00
Current liabilities	1633432 57
Addition and improvement account	8213000 00
Grand total	118514432 57
June 30, 1895, total:	
Capital stock	46156000 00
Funded debt	62712000 00
Current liabilities	823104 20
Addition and improvement account	8213000 00
Profit and loss	688833 43
Grand total	118592937 63

Year ending June 30, 1895, increase:	
Funded debt	$200000 00
Profit and loss	688833 43
Grand total	78505 06
Year ending June 30, 1895, decrease:	
Current liabilities	810328 37

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF NEBRASKA.

1. Express companies.

The United States Express Company runs over all lines operated by this company, for which they pay a specified annual rental.

2. Mails.

The government pays a specified amount per mile per annum, based on weight of mails and regulations imposed by congress and the post-office department.

3. Sleeping, parlor, or dining car companies.

Sleeping cars are owned jointly by the company and the Pullman Palace Car Company. Earnings are divided equally between the companies. Dining cars are owned and operated by this company.

4. Telegraph companies.

The Western Union Telegraph Company owns and operates the telegraph lines used by this company. This company furnishes operators and receives a portion of earnings.

SECURITY FOR FUNDED DEBT.

First mortgage bonds:	Miles.
Chicago, Ill., to Council Bluffs, Ia	499.62
Davenport, Ia., to Knoxville, Ia	144.50
Wilton, Ia., to Muscatine, Ia	11.98
South Englewood, Ill., to South Chicago, Ill	7.50
Newton, Ia., to Monroe, Ia	17.00

	Miles.
First mortgage bonds:	
Atlantic, Ia., to Audubon, Ia	24.54
Atlantic, Ia., to Griswold, Ia	14.71
Avoca, Ia., to Carson, Ia	17.61
Total	737.46

Amount of mortgage per mile of line, $16950.07.

Equipment mortgaged—All equipment purchased for account of said lines.

Chicago & Southwestern bonds:	
Washington, Ia., to Missouri river opposite Leavenworth, Kan	268.00

Amount of mortgage per mile of line, $18656.71.

Extension and collateral bonds:	
Des Moines, Ia., to Indianola and Winterset, Ia	47.07
Menlo, Ia., to Guthrie Center, Ia	14.58
South Omaha, Neb., to Jansen, Neb	107.05
Altamont, Mo., to St. Joseph, Mo	49.66
South St. Joseph, Mo., to Rushville, Mo	14.70
Edgerton Junction, Mo., to Winthrop, Mo	29.00
Kansas City, Mo., to Armourdale, Kan	2.40
Elwood, Kan., to Liberal, Kan	439.54
Herington, Kan., to Terral, I. T	349.07
Herington, Kan., to Salina, Kan	49.30
Horton, Kan., to Roswell, Colo	568.65
Fairbury, Neb., to Nelson, Neb	51.53
McFarland, Kan., to Belleville, Kan	103.98
Dodge City, Kan., to Bucklin, Kan	26.64
Total	1853.17

Amount of mortgage per mile of line, $19490.39.

Equipment mortgaged—All equipment purchased for account of said lines.

Securities mortgaged—Wisconsin, Minnesota & Pacific Ry. 6 per cent bonds, $3228000, and Chicago, Rock Island & Texas Ry. 6 per cent bonds, $1365000.

EMPLOYEES AND SALARIES—STATE OF NEBRASKA.

Class.	Number.	Total yearly compensation.	Average daily compensation.
Station agents	34	$20281 20	$1 91
Other station men	21	12603 24	1 92
Enginemen	20	25081 80	4 02
Firemen	18	15507 84	2 76
Conductors	14	17132 28	3 92
Other trainmen	26	18920 28	2 33
Carpenters	13	9002 76	2 36
Other shopmen	75	53915 40	2 20
Section foremen	41	23490 00	1 84
Other trackmen	149	60099 60	1 29
Switchmen, flagmen, and watchmen	8	5143 32	2 06
Telegraph operators and dispatchers	6	3660 00	1 96
All other employees and laborers	21	17138 04	2 62
Distribution of above:			
Maintenance of way and structures,	197	89302 28	1 45
Maintenance of equipment	95	68630 84	2 25
Conducting transportation	154	124042 64	2 58
Total (including "general officers.")—Nebraska	446	$281975 76	$2 01
Less "general officers"			
Total (excluding "general officers")—Nebraska	446	281975 76	2 01
Total (including "general officers")—Entire line	9877	6404634 20	2 08

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Passenger traffic:

Number of passengers carried earning revenue, 4569839½.
Number of passengers carried one mile, 191151955.
Number of passengers carried one mile per mile of road, 53523.
Average distance carried, 41.829 miles.
Total passenger revenue, $4104900.41.
Average amount received from each passenger, $0.89826.
Average receipts per passenger per mile, $0.02146.
Total passenger earnings, $5209599.93.
Passenger earnings per mile of road, $1458.70.
Passenger earnings per train mile, $0.95087.

Freight traffic:

Number of tons carried of freight earning revenue, 5068175.
Number of tons carried one mile, 991679872.
Number of tons carried one mile per mile of road, 277672.
Average distance haul of one ton, 195.668 miles.
Total freight revenue, $10749265.05.
Average amount received for each ton of freight, $2.12093.
Average receipts per ton per mile, $0.01084.
Total freight earnings, $10749265.05.
Freight earnings per mile of road, $3009.81.
Freight earnings per train mile, $1.19806.

Passenger and freight:

Passenger and freight revenue, $14854165.46.
Passenger and freight revenue per mile of road, $4159.19.
Passenger and freight earnings, $15958864.98.
Passenger and freight earnings per mile of road, $4468.51.
Gross earnings from operation, $16154737.96.
Gross earnings from operation per mile of road, $4523.35.
Gross earnings from operation per train mile, $1.11790.
Operating expenses, $10971504.60.
Operating expenses per mile of road, $3072.04.
Operating expenses per train mile, $0.75922.
Income from operation, $5183233.36.
Income from operation per mile of road, $1451.31.

Train mileage:

Miles run by passenger trains, 5478746.
Miles run by freight trains, 8972216.
Total mileage trains earning revenue, 14450962.
Miles run by switching trains, 2668996.
Miles run by construction and other trains, 318015.
Grand total train mileage, 17437973.
Mileage of loaded freight cars—north or east, 54906358.
Mileage of loaded freight cars—south or west, 51240460.
Mileage of empty freight cars—north or east, 20859406.
Mileage of empty freight cars—south or west, 24871881.
Average number of freight cars in train, 16.93.
Average number of loaded cars in train, 11.83.
Average number of empty cars in train, 5.10.
Average number of tons of freight in train, $110\frac{1044}{2000}$.
Average number of tons of freight in each loaded car, $9\frac{685}{2000}$.

FREIGHT TRAFFIC MOVEMENT.

COMPANY'S MATERIAL EXCLUDED.

Commodity.	Whole Tons.	Per Cent.
Products of agriculture:		
Grain	642764	12.68
Flour	153808	3.03
Other mill products	103724	2.05
Hay	76699	1.51
Cotton	16112	.32
Fruit and vegetables	96967	1.91
Grass and flaxseed	16537	.33
Broom corn	1206	.02
Products of animals:		
Live stock	520060	10.26
Dressed meats	79400	1.57
Other packing-house products	67672	1.33
Wool	5900	.12
Hides and leather	19025	.38

Commodity.	Whole Tons.	Per Cent.
Products of mines:		
Anthracite coal	109629	2.16
Bituminous coal	830503	16.39
Coke	10591	.21
Ores	64552	1.27
Stone, sand, and other like articles	318916	6.29
Salt	83489	1.65
Products of forest:		
Lumber	362561	7.15
Railroad ties	10998	.22
Manufactures:		
Petroleum and other oils	92748	1.83
Sugar	37043	.73
Staves and heading	22325	.44
Fence wire	23713	.47
Iron and steel rails	88308	1.74
Other castings and machinery	22336	.44
Bar and sheet metal	63735	1.26
Cement, brick, and lime	285614	5.63
Agricultural implements	38355	.76
Wagons, carriages, tools, etc	23277	.46
Wines, liquors, and beers	33165	.65
Household goods and furniture	42068	.83
Tile	23248	.46
Merchandise	667811	13.18
Ice	13656	.27
Total tonnage, entire line	5068175	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Locomotives—Owned and leased						
Passenger	2	135	135	Westinghouse	.....	None.
Freight	.....	323	322	Westinghouse	.....	None.
Switching	3	106	40	Westinghouse	.....	None.
Total locomotives owned	5	564	497			
Cars—Owned and leased:						
In passenger service—.						
First-class cars	1	158	158	Westinghouse	158	Miller.
Second-class cars	.....	52	52	Westinghouse	52	Miller.
Combination cars	1	45	45	Westinghouse	45	Miller.
Dining cars	1	12	12	Westinghouse	12	Miller.
Parlor cars, chair	.....	37	37	Westinghouse	37	Miller.
Sleeping cars	.....	47	47	Westinghouse	47	Miller.
Baggage, express, and postal cars	.....	91	91	Westinghouse	91	Miller.
Tourists	.....	9	9	Westinghouse	9	Miller.
Total	3	451	451	.....	451	
In freight service—						
Box cars	436	10624	4190	Westinghouse	3 9 99 20 7053	Dowling Faxe. Chicago. Gould. Janney.
Flat cars and coal	121	2506	473	Westinghouse	724	Janney.
Stock cars	14	2399	960	Westinghouse	1346	Janney.
Refrigerator cars	2	125	125	Westinghouse	125	Janney.
Total	573	15654	5748	.....	9379	
In company's service—						
Officers' and pay cars	1	6	6	Westinghouse	6	Miller.
Gravel cars	4	335	.....	.....	.....	
Derrick cars	2	5	.....	.....	.....	
Caboose cars	3	294	.....	.....	226	Janney.
Other road cars	47	94	1	Westinghouse	1	Janney.
Total	52	734	7	Westinghouse	233	
Total cars owned	515	16839	6206	.....	10063	
Cars contributed to fast freight line service	.....	462	.....	.....	197	Janney.

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:	
Line represented by capital stock:	
Main line	499.62
Branches and spurs	2381.08
Line operated under lease	352.66
Line operated under trackage rights	338.05
Total mileage operated	3571.41
Rails:	
Iron	118.56
Steel	3114.80
Miles of second track:	
Line represented by capital stock:	
Main line	185.37
Branches and spurs	15.57
Total mileage operated	200.94
Rails, steel	200.94
Miles of third track:	
Line represented by capital stock, main line	10.59
Total mileage operated	10.59
New line constructed during year	.12
Rails, steel	10.59
Miles of yard track and sidings:	
Line represented by capital stock:	
Main line	275.71
Branches and spurs	360.86
Line operated under lease	56.41
Total mileage operated	692.98
New line constructed during year	3.16
Rails:	
Iron	250.00
Steel	442.98

Total mileage operated (all tracks):	
Line represented by capital stock:	
Main line	971.29
Branches and spurs	2757.51
Line operated under lease	409.07
Line operated under trackage rights	338.05
Total mileage operated	4475.92
New line constructed during year	3.28
Rails:	
Iron	368.56
Steel	3769.31

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Illinois:	
Line represented by capital stock:	
Main line	181.87
Branches and spurs	7.50
Line operated under lease	46.70
Total mileage operated	236.07
Rails, steel	236.07
State of Iowa:	
Line represented by capital stock:	
Main line	317.75
Branches and spurs	442.80
Line operated under lease	305.96
Line operated under trackage rights	2.16
Total mileage operated	1068.67
Rails:	
Iron	108.52
Steel	957.99
State of Missouri:	
Line represented by capital stock, branches and spurs,	233.15
Line operated under trackage rights	54.80
Total mileage operated	287.95
Rails:	
Iron	10.04
Steel	223.11

State of Kansas:

Line represented by capital stock, branches and spurs,	1057.45
Line operated under trackage rights	66.85
Total mileage operated	1124.30
Rails, steel	1057.45

State of Nebraska:

Line represented by capital stock, branches and spurs,	248.33
Line operated under trackage rights	4.86
Total mileage operated	253.19
Rails, steel	248.33

State of Colorado:

Line represented by capital stock, branches and spurs,	167.56
Line operated under trackage rights	209.38
Total mileage operated	376.94
Rails, steel	167.56

Indian Territory:

Line represented by capital stock, branches and spurs,	106.89
Total mileage operated	106.89
Rails, steel	106.89

Oklahoma Territory:

Line represented by capital stock, branches and spurs,	117.40
Total mileage operated	117.40
Rails, steel,	117.40

Total mileage operated (single track):

Line represented by capital stock:	
Main line	499.62
Branches and spurs	2381.08
Line operated under lease	352.66
Line operated under trackage rights	338.05
Total mileage operated	3571.41
Rails:	
Iron	118.56
Steel	3114.80

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Illinois:	
Line represented by capital stock:	
Main line	181.87
Branches and spurs	7.50
Total mileage owned	189.37
Rails, steel	189.37
State of Iowa:	
Line represented by capital stock:	
Main line	317.75
Branches and spurs	442.80
Total mileage owned	760.55
Rails:	
Iron	78.52
Steel	682.03
State of Missouri:	
Line represented by capital stock, branches and spurs,	233.15
Total mileage owned	233.15
Rails:	
Iron	10.04
Steel	223.11
State of Kansas:	
Line represented by capital stock, branches and spurs,	1057.45
Total mileage owned	1057.45
Rails, steel	1057.45
State of Nebraska:	
Line represented by capital stock, branches and spurs,	248.33
Total mileage owned	248.33
Rails, steel	248.33
State of Colorado:	
Line represented by capital stock, branches and spurs,	167.56
Total mileage owned	167.56
Rails, steel	167.56

Indian Territory:	
Line represented by capital stock, branches and spurs,	106.89
Total mileage owned	106.89
Rails, steel	106.89
Oklahoma Territory:	
Line represented by capital stock, branches and spurs,	117.40
Total mileage owned	117.40
Rails, steel	117.40
Total mileage owned (single track):	
Line represented by capital stock:	
Main line	499.62
Branches and spurs	2381.08
Total mileage owned	2880.70
Rails:	
Iron	88.56
Steel	2792.14

MILEAGE—STATE OF NEBRASKA.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:	
Line represented by capital stock, branches and spurs,	248.33
Line operated under trackage rights	4.86
Total mileage operated	253.19
Rails, steel	248.33
Miles of yard track and sidings:	
Line represented by capital stock, branches and spurs,	26.98
Total mileage operated	26.98
Rails, steel	26.98
Total mileage operated (all tracks):	
Line represented by capital stock, branches and spurs,	275.31
Line operated under trackage rights	4.86
Total mileage operated	280.17
Rails, steel	275.31

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Nebraska:

Line represented by capital stock, branches and spurs,	248.33
Line operated under trackage rights	4.86
Total mileage operated	253.19
Rails, steel	248.33

C. MILEAGE OF LINE OWNEE RY STATES AND TERRITORIES (SINGLE TRACK).

State of Nebraska:

Line represented by capital stock, branches and spurs,	248.33
Total mileage owned	248.33
Rails, steel	248.33

RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

NEW RAILS LAID DURING YEAR.

Steel:

Tons	9315
Weight per yard	80 lbs.
Average price per ton at distributing point	$25.00

NEW TIES LAID DURING YEAR.

Oak:

Number	240073
Average price at distributing point	$0.42

Burnetized:

Number	327125
Average price at distributing point	$0.48

Cedar:

Number	246141
Average price at distributing point	$0.34

Total:

Number	813339

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

Coal, tons, bituminous:	
Passenger	150081.00
Freight	340034.25
Switching	56584.50
Construction	6429.00
Total	553128.75
Average cost at distributing point:	
East of Missouri river	$1.62
West of Missouri river	2.39
Wood, cords, hard:	
Passenger	4539.25
Freight	7597.00
Switching	2446.75
Construction	211.50
Total	14794.50
Average cost at distributing point:	
East of Missouri river	$2.67
West of Missouri river	2.67
Total fuel consumed, tons:	
Passenger	153107.17
Freight	345098.91
Switching	58215.67
Construction	6570.00
Total	562998.75
Miles run:	
Passenger	5478746.00
Freight	8972216.00
Switching	2668996.00
Construction	318015.00
Total	17437973.00

Average pounds consumed per mile:	
Passenger	55.89
Freight	76.93
Switching	43.62
Construction	41.32
Total	64.57

ACCIDENTS TO PERSONS—STATE OF NEBRASKA.

Passengers, injured:	
Falling from train or engine	1
Others, trespassing, killed:	
Walking on track	1
Others, not trespassing, killed:	
At highway crossings	1
Total others killed:	
At highway crossings	1
Walking on track	1
Total	2
Total others injured:	
Falling from train or engine	1

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, ETC.

Bridges—Iron:	
Number	479
Aggregate length, feet	43550
Minimum length, feet	8
Maximum length, feet	1841
Bridges—Wooden:	
Number	73
Aggregate length, feet	5071
Minimum length, feet	32
Maximum length, feet	131

Bridges—Combination:	
Number	19
Aggregate length, feet	4144
Minimum length, feet	84
Maximum length, feet	627
Bridges—Total:	
Number	571
Aggregate length, feet	52765
Trestles:	
Number	2684
Aggregate length, feet	217317
Minimum length, feet	8
Maximum length, feet	2434
Tunnels:	
Number	1
Aggregate length, feet	171

OVERHEAD HIGHWAY CROSSINGS.

Bridges:	
Number	48
Height of lowest above surface of rail, feet	17.03
Trestles:	
Number	37
Height of lowest above surface of rail, feet	17.03
Total:	
Number	85

OVERHEAD RAILWAY CROSSINGS.

Bridges:	
Number	21
Height of lowest above surface of rail, feet	17
Trestles:	
Number	6
Height of lowest above surface of rail, feet	18
Total:	
Number	27

Gauge of track, 4 feet 8½ inches; 2880.70 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Western Union Telegraph Co., operated by Western Union Telegraph Co.:

Miles of line	3190.66
Miles of wire	14849.71

ANNUAL REPORT

OF THE

MISSOURI PACIFIC RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1895.

HISTORY.

1. Name of common carrier making this report? The Missouri Pacific Railway Company.

2. Date of organization? Articles filed in Missouri, August 12, 1880; filed in Kansas, October 8, 1880.

3. Under laws of what government, state, or territory organized? If more than one name all; give reference to each statute and all amendments thereof. Organized under the general railroad laws of the states of Missouri, Kansas, and Nebraska. Revised Statutes of Missouri, 1879, chapter 21, article 2, sections 789, 790. Compiled Laws of Kansas, 1879 (Dassler's edition), chapter 84, article 2, section 4932. Compiled Statutes of Nebraska (Brown's edition), 1881, chapter 16, section 114.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

FIRST CONSOLIDATION.

Missouri Pacific Railway Co., organized under general railroad law of Missouri, October 21, 1878.

St. Louis & Lexington Railroad Co., organized under general railroad law of Missouri, December 20, 1877.

Kansas City & Eastern Railway Co., organized under general railroad law of Missouri, January 24, 1878.

Lexington & Southern Railway Co., organized under general railroad law of Missouri, December 12, 1879.

St. Louis, Kansas & Arizona Railway Co., organized under general railroad law of Kansas, January 16, 1879.

Kansas City, Leavenworth & Atchison Railway Co., organized July 30, 1880, by consolidation of Missouri River Railroad Co. and Leavenworth, Atchison & Northwestern Railroad Co. (Missouri River Railroad Co., organized under general railroad law of Kansas, February 20, 1865. Leavenworth, Atchison & Northwestern Railroad Co., organized under general railroad law of Kansas, March 25, 1868).

SECOND CONSOLIDATION.

Articles of agreement and consolidation between the Missouri Pacific Railway Co. and the Missouri Pacific Railway Co. of Kansas (organized under the general railroad law of Kansas, June 14, 1881), filed in the office of the secretary of state of Kansas, December 30, 1881.

THIRD CONSOLIDATION.

Articles of agreement and consolidation between the Missouri Pacific Railway Co. and the Missouri Pacific Railway Co. of Nebraska (organized under the general railroad law of Nebraska, June 8, 1881), filed in the office of the secretary of state of Nebraska, February 14, 1882. Amendment to said articles of consolidation filed in said office, September 4, 1888.

CONSOLIDATIONS BY PURCHASE.

Conveyance to the Missouri Pacific Railway Co., by deed dated September 12, 1883, of the railroad owned by the Jefferson City, Lebanon & Southwestern Railroad Co. (organized under the general railroad law of Missouri, January 24, 1871).

Conveyance to the Missouri Pacific Railway Co., by deed dated September 12, 1883, of the railroad owned by the Carthage, Joplin & Short Creek Railroad Co. (organized under the general railroad law of Missouri, September 6, 1881).

Conveyance to the Missouri Pacific Railway Co., by deed dated September 12, 1882, of the railroad owned by the Laclede & Creve Cœur Lake Railroad Co. (organized under the general railroad law of Missouri, September 27, 1880).

5. Date and authority for each consolidation?

First consolidation, August 12 and October 8, 1880, by authority of the provisions of the general railroad laws of Kansas and Missouri.

Second consolidation, December 30, 1881, by authority of the provisions of the general railroad laws of Kansas and Missouri.

Third consolidation, February 14, 1882, by authority of the provisions of the general railroad laws of Kansas and Nebraska.

Consolidations by purchase, September 12, 1883, by authority of the provisions of the general railroad law of Missouri. (Rev. Statutes, Mo., 1879, sec. 790.)

6. Give name of original corporation and refer to laws under which it was organized.

Pacific railroad was the name of the original corporation incorporated by act of the legislature of the state of Missouri, approved March 12, 1849, entitled "An act to incorporate the Pacific railroad."

There were four subsequent amendments to this charter, viz.:

"An act to amend the act entitled 'An act to incorporate the Pacific railroad'" approved March 1, 1851.

"An act supplementary to the act entitled 'An act to amend the act entitled "An act to incorporate the Pacific railroad,"'" approved February 24, 1853.

"An act entitled 'An act to expedite the construction of the Pacific railroad and the Hannibal & St. Joseph railroad,'" approved February 22, 1851.

"An act for the sale of the Pacific railroad and to foreclose the state's lien thereon, and to amend the charter thereof by giving the state right to fix rates after ten years," approved March 31, 1868.

The Pacific railroad was sold under foreclosure proceedings in 1876, in the suit of Geo. E. Ketchum et al. v. Pacific Railroad et al., in the United States circuit court for the eastern district of Mis-

souri. The purchasers of the road organized a corporation under the general railroad law of Missouri, by articles of association filed in the office of secretary of state of Missouri, October 21, 1876. The corporate name of this organization was Missouri Pacific Railway Company. This company was one of the constituent companies in the consolidation of August 12, 1880, forming the present organization, the Missouri Pacific Railway Company.

ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Geo. J. Gould, 195 Broadway, New York City, March, 1896.
Edwin Gould, 195 Broadway, New York City, March, 1896.
Howard Gould, 195 Broadway, New York City, March, 1896.
Russell Sage, 71 Broadway, New York City, March, 1896.
Sam'l Sloan, 26 Exchange Place, New York City, March, 1896.
Jno. P. Munn, 261 Broadway, New York City, March, 1896.
Thos. T. Eckert, 195 Broadway, New York City, March, 1896.
Jno. G. Moore, 80 Broadway, New York City, March, 1896.
D. D. Pameley, 160 Broadway, New York City, March, 1896.
Louis Fitzgerald, 120 Broadway, New York City, March, 1896.
S. H. H. Clark, Sixth and Locust streets, St. Louis, Mo., March, 1896.
C. G. Warner, Sixth and Locust streets, St. Louis, Mo., March, 1896.
D. K. Ferguson, Fourth and Pine streets, St. Louis, Mo., March, 1896.

Total number of stockholders at date of last election? 1729.

Date of last meeting of stockholders for election of directors? March 12, 1895.

Give post-office address of general office? St. Louis, Mo., and New York City (financial).

Give post-office address of operating office? St. Louis, Mo.

Give name and address of officer to whom correspondence regard-

ing this report should be addressed? Name, S. B. Schuyler; title, assistant general auditor; address, Seventh and Poplar streets, St. Louis, Mo.

OFFICERS.

TITLE, NAME, AND ADDRESS.

President—Geo. J. Gould, New York City.
Vice President—C. G. Warner, St. Louis, Mo.
General Manager—W. B. Doddridge, St. Louis, Mo.
Secretary and Treasurer—A. H. Calef, New York City.
Assistant Secretary—Guy Phillips, New York City.
Second Assistant Secretary—F. W. Ireland, St. Louis, Mo.
Local Treasurer—D. S. H. Smith, St. Louis, Mo.
General Auditor—C. G. Warner, St. Louis, Mo.
Assistant General Auditor—S. B. Schuyler, St. Louis, Mo.
General Counsel—J. F. Dillon, New York City.
General Attorney—W. S. Pierce, New York City.
General Solicitor—Alex. G. Cochran, St. Louis, Mo.
General Attorney for Missouri—M. L. Clardy, St. Louis, Mo.
General Attorney for Kansas and Nebraska—B. P. Waggener, Atchison, Kan.
General Attorney—J. H. Richards, Ft. Scott, Kan.
General Attorney Pueblo & State Line R. R.—J. M. Waldron, Pueblo, Colo.
General Claim Agent—W. E. Jones, St. Louis, Mo.
Freight Traffic Manager—C. A. Parker, St. Louis, Mo.
General Freight Agent—W. C. Stith, St. Louis, Mo.
General Eastern Freight Agent—W. M. Clark, New York City.
Assistant General Freight and Passenger Agent—J. O. Phillippi, Omaha, Neb.
Assistant General Freight Agent—W. R. Peabody, St. Louis, Mo.
Assistant General Freight Agent—J. C. Lincoln, St. Louis, Mo.
Assistant General Freight Agent—H. G. Krake, St. Louis, Mo.
General Passenger and Ticket Agent—H. C. Townsend, St. Louis, Mo.

General Eastern Passenger Agent—W. E. Hoyt, New York City.
General Superintendent—H. G. Clark, St. Louis, Mo.
Superintendent—L. D. Hopkins, Sedalia, Mo.
Superintendent—C. M. Rathburn, Atchison, Kan.
Superintendent—S. T. Shankland, Osawatomie, Kan.
Acting Superintendent—A. H. Webb, Wichita, Kan.
Superintendent of Terminals—J. F. Jones, St. Louis, Mo.
Superintendent of Terminals—J. C. Hennessey, Kansas City, Mo.
Chief Engineer—Jas. W. Way, St. Louis, Mo.
Assistant Engineer—W. H. Bush, Atchison, Kan.
Assistant Engineer—H. Rohwer, Sedalia, Mo.
Assistant Engineer—J. M. Meyers, St. Louis, Mo.
Assistant Engineer—J. K. Brown, Wichita, Kan.
Superintendent Locomotive and Car Department—Frank Rearden, St. Louis, Mo.
Superintendent Bridges and Buildings—R. M. Peck, Pacific, Mo.
Superintendent Car Service—C. W. Hequembourg, St. Louis, Mo.
Superintendent Telegraph—C. W. Hammond, St. Louis, Mo.
Assistant Superintendent Telegraph—L. F. Sheldon, Sedalia, Mo.
Purchasing Agent—Abram Gould, St. Louis, Mo.
Tax Commissioner—S. L. Highleyman, St. Louis, Mo.
Division Master Mechanic—L. Bartlett, St. Louis, Mo.
Division Master Mechanic—C. W. Weller, Atchison, Kan.
Assistant Master Mechanic—J. T. Jones, Ft. Scott, Kan.
Assistant Master Mechanic—W. J. Hill, Osawatomie, Kan.
Chief Surgeon—W. B. Outten, St. Louis, Mo.
General Baggage Agent—J. C. Nicholas, St. Louis, Mo.
Fuel Agent—R. M. McDowell, St. Louis, Mo.
Wood, Tie, and Timber Agent—N. T. Spoor, St. Louis, Mo.
Inspector of Transfer Boats—W. H. Grapevine, Carondelet, Mo.
Freight Claim Agent—J. S. Tustin, St. Louis, Mo.
Stationery Agent—Geo. Snodgrass, St. Louis, Mo.
Paymaster—J. W. King, St. Louis, Mo.

PROPERTY OPERATED—STATE OF NEBRASKA.

1. Railroad line represented by capital stock:
   A. Main line.
   B. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under trackage rights.

PROPERTY OPERATED—STATE OF NEBRASKA—CONTINUED.

NAME.	Terminals. From—	Terminals. To—	Miles of line for each road named.	Miles of line for each class of roads named.
1. A.—The Missouri Pacific Ry	Kan. & Neb. state line	Sarpy Co. line	100.52	
The Missouri Pacific Ry	Papillion Jct., Neb.	Papillion, Neb.	2.35	
				102.87
B.—Nebraska City Branch	Neb. Cy. Branch Jct.	Weeping Water, Neb.	26.76	
Lincoln Branch	Lincoln Branch Con	Lincoln, Neb.	33.92	
Crete Branch	Talmage Jct.	Crete, Neb.	58.18	
				118.86
2. Omaha Belt Ry	Sarpy Co. line	Webster St., Omaha	13.12	
Nebraska Southern Ry.	Auburn Jct	Neb. Cy. Branch Jct.	16.12	
Omaha Southern Ry.	Union Jct., Neb.	Gilmore Jct.	25.44	
Omaha Southern Ry.	Summit Jct. R. of W. line	West Side Jct., Neb	3.05	
				57.73
3. Union Pacific Ry	Gilmore Jct.	Summit Jct. R. of W. line		5.47
Total				284.93

PROPERTY OPERATED.

1. Railroad line represented by capital stock:
   - A. Main line.
   - B. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under trackage rights.

PROPERTY OPERATED—CONTINUED.

NAME.	Terminals. From—	Terminals. To—	Miles of line for each road named.	Miles of line for each class of roads named.
1. A.—The Missouri Pacific Ry	St. Louis, Mo.	Atchison, Kan	330.11	
	Central Branch Jct	Sarpy Co. line	148.65	
	Levee, St. Louis, Mo	11th St., St. Louis, Mo	1.00	
	Papillion Jct., Neb	Papillion, Neb	2.35	
				482.11
B.—Glencoe Branch	Glencoe Jct., Mo	Lime Kilns, Mo	4.00	
Blackwater Branch	Warrensburg Jct., Mo	Stone quarries, Mo	3.00	
Laclede & Creve Cœur Lake Branch	Laclede Jct., Mo	Creve Cœur Lake, Mo	11.99	
Carondelet Branch	Kirkwood Jct., Mo	Carondelet, Mo	12.44	
Lebanon Branch	Jefferson City Jct., Mo	Bagnell, Mo	45.04	
Lexington Branch	Sedalia Jct., Mo	Independence Jct., Mo	88.46	
Jefferson City, Boonville & Lexington Branch	Myrick Jct., Mo	Brownville Jct., Mo	76.77	
	Marshall Jct., Mo	Marshall, Mo	2.48	
Lexington & Southern Division	K. C., F. S. & M. Jct	Joplin, Mo	132.60	
Kansas & Arizona Division	Palo, Kan	Le Roy Jct., Kan	60.75	
Ottawa Branch	Osawatomie, Kan	Ottawa Con., Kan	21.62	
Nebraska City Branch	Nebraska City Branch Jct.	Weeping Water Jct	26.76	
Lincoln Branch	Lincoln Branch Con	Lincoln, Neb	33.92	
Crete Branch	Talmage Jct., Neb	Crete, Neb	58.18	
				578.01
2.—Omaha Belt Ry	Sarpy Co. line	Webster St., Omaha	13.12	
St. Louis, Oak Hill & Carondelet Ry	Tower Grove Jct	Ivory Ave. Jct	6.30	
Nebraska Southern Ry	Auburn Jct	Nebraska City B'ch Jct	16.12	
Omaha Southern Ry	Union Jct., Neb	Gilmore Jct., Neb	25.44	
	Summit Jct. R. of W. line	West Side Jct	3.05	
Fort Scott Central Ry	Rich Hall Jct., Mo	Cornell, Kan	57.05	
Nevada & Minden Ry	Nassau Jct., Mo	Chetopa, Kan	73.71	
Joplin & Western Ry	Joplin & W. Jct., Mo	Grand Falls, Mo	4.59	
				199.38

PROPERTY OPERATED—CONTINUED.

NAME.	Terminals. From—	Terminals. To—	Miles of line for each road named	Miles of line for each class of roads named.
3.—Boonville, St. Louis & Southern Ry	Versailles, Mo.	Boonville, Mo.	43.95	
Kansas City & Southwestern Ry. of Mo.	Cecil Jct., Mo.	Mo. and Kan. state line	20.70	
Kansas City & Southwestern Ry	Mo. and Kan. state line	Paola, Kan.	27.53	
Kansas & Colorado Pacific Ry	V. V. I. & W. Jct., Kan.	Deering Jct., Kan.	80.62	
Leroy & Conway Valley Air Line R. R.	L. & C. V. Jct., Kan.	Peru Jct., Kan	51.78	
				224.58
4.—Hannibal & St Joseph R. R.	Atchison, Kan	St. Joseph, Mo	21.00	
Central Branch Union Pacific R. R.	Atchison, 3d St.	Central Branch Jct., Kan.	1.89	
Kansas City, Ft. Scott & Memphis Ry	Pleasant Hill Jct.	K. C., Ft. S. & M. Jct.	.63	
Union Pacific Ry.	Gilmore Jct.	Summit Jct. R. of W. line,	5.47	
				28.99
Total				1513.07

PROPERTY OPERATED.

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Waterloo & Carondelet Turnpike and Ferry Company, owns ferry and transfer across the Mississippi river at Carondelet, Mo.

Kansas Central Elevator, owns grain elevator, Leavenworth, Kan.

Coffeyville Elevator, owns grain elevator, Coffeyville, Kan.

CAPITAL STOCK.

Common:

Number of shares authorized	550000
Par value of share	$100 00
Total par value authorized	55000000 00
Total amount issued and outstanding	47436575 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash—Common:	
Total number shares issued and outstanding	274276
Total cash realized	$27427600 00
Issued for capital stock—St. Louis, Iron Mountain & Southern Railway exchanged:	
Total number shares issued and outstanding	193089¾
Issued one share of capital stock with each collateral bond as a bonus (7,000 bonds sold)	7000
Total:	
Total number shares issued and outstanding	474365¾
Total cash realized	$27427600 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Pacific Railway of Missouri, first mortgage; issued August 1, 1868, due August 1, 1938:	
Amount of authorized issue	$7000000 00
Amount issued	7000000 00
Amount outstanding	7000000 00
Cash realized on amount issued	7000000 00
Interest, 4 per cent; payable February and August; accrued during year	280000 00
Amount interest paid during year	280320 00
Pacific Railway of Missouri, second mortgage; issued July 1, 1871, due July 1, 1938:	
Amount of authorized issue	3000000 00
Amount issued	3000000 00
Amount outstanding	2573000 00
Cash realized on amount issued	3000000 00
Interest, 5 per cent; payable January and July; accrued during year	128650 00
Amount interest paid during year	128400 00
Pacific Railway of St. Louis, real estate; issued May 1, 1872, due May 1, 1938:	
Amount of authorized issue	800000 00
Amount issued	800000 00
Amount outstanding	800000 00
Cash realized on amount issued	800000 00
Interest, 5 per cent; payable May and November; accrued during year	40000 00
Amount interest paid during year	40050 00
Pacific Railway of Missouri, Carondelet Branch; issued October 1, 1873, due October 1, 1938:	
Amount of authorized issue	500000 00
Amount issued	500000 00

Amount outstanding	$245000 00
Cash realized on amount issued	500000 00
Interest, 4½ per cent; payable April and October; accrued during year	11025 00
Amount interest paid during year	11853 75
Missouri Pacific Railway, third mortgage; issued November 1, 1876, due November 1, 1906:	
Amount of authorized issue	4500000 00
Amount issued	4500000 00
Amount outstanding	3828000 00
Cash realized on amount issued	4500000 00
Interest, 7 per cent; payable May and November; accrued during year	267960 00
Amount interest paid during year	265545 00
Missouri Pacific Railway, Lexington Division, first mortgage; issued October 1, 1880, due August 1, 1920:	
Amount of authorized issue	650000 00
Amount issued	650000 00
Amount outstanding	650000 00
Cash realized on amount issued	650000 00
Interest, 5 per cent; payable February and August; accrued during year	32500 00
Amount interest paid during year	32600 00
Missouri Pacific Railway, consolidated mortgage; issued November 1, 1880, due November 1, 1926:	
Amount of authorized issue	*30000000 00
Amount issued	14904000 00
Amount outstanding	14904000 00
Cash realized on amount issued	14904000 00
Interest, 6 per cent; payable May and November; accrued during year	894240 00
Amount interest paid during year	891870 00

* The authorized issue of consolidated mortgage bonds provided for taking up all prior issues of mortgage bonds, but the first, second, St. Louis real estate, and Carondelet Branch mortgage bonds have been extended by agreement.

Missouri Pacific Railway, trusts 5s; issued January 1, 1887, due January 1, 1917:	
Amount of authorized issue	$15000000 00
Amount issued	14376000 00
Amount outstanding	14376000 00
Cash realized on amount issued	14376000 00
Interest, 5 per cent; payable March and September; accrued during year	718800 00
Amount interest paid during year	723950 00
Missouri Pacific Railway, first collateral mortgage; issued August 1, 1890, due August 1, 1920:	
Amount of authorized issue	10000000 00
Amount issued	9636000 00
Amount outstanding	9636000 00
Cash realized on amount issued	9636000 00
Interest, 5 per cent; payable February and August; accrued during year	350000 00
Amount interest paid during year	348725 00
Total, bonds:	
Amount of authorized issue	55000000 00
Amount issued	55366000 00
Amount outstanding	54012000 00
Cash realized on amount issued	55366000 00
Amount interest accrued during year	2723175. 00
Amount interest paid during year	2723313 75
Total, mortgage bonds:	
Amount of authorized issue	30000000 00
Amount issued	31354000 00
Amount outstanding	30000000 00
Cash realized on amount issued	31354000 00
Amount interest accrued during year	1654375 00
Amount interest paid during year	1650638 75
Total, miscellaneous obligations:	
Amount of authorized issue	25000000 00
Amount issued	24012000 00

Amount outstanding	$24012000 00
Cash realized on amount issued	24012000 00
Amount interest accrued during year	1068800 00
Amount interest paid during year	1072675 00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash	$515299 49
Bills receivable	18795 16
Due from agents	199882 70
Due from solvent companies and individuals	2831111 56
Net traffic balances due from other companies	17338 80
United States, account transfer passengers, freight, and mails	236197 19
Total—Cash and current assets	$3818624 90
Balance—Current liabilities	4686766 64
Total	$8505391 54

Materials and supplies on hand, $887293.71.

Current Liabilities Accrued to and Including June 30, 1895.

Loans and bills payable	$5866951 76
Audited vouchers and accounts	1281401 71
Wages and salaries	856779 18
Matured interest coupons unpaid (including coupons due July 1)	470146 25
Rents due July 1	13000 00
Miscellaneous	17112 64
Total—Current liabilities	$8505391 54

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account capital stock:	
Total amount outstanding	$47436575 00
Apportionment to railroads	47436575 00
Miles of road	1060.12
Amount per mile of line	$44746 00
Account bonds:	
Total amount outstanding	$54012000 00
Apportionment to railroads	54012000 00
Miles of road	1060.12
Amount per mile of line	$50949 00
Account current liabilities:	
Total amount outstanding	$8505391 54
Apportionment to railroads	8505391 54
Miles of road	1060.12
Amount per mile of line	$8023 00
Total:	
Amount outstanding	$109953966 54
Apportionment to railroads	109953966 54
Miles of road	1060.12
Amount per mile of line	$103718 00

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Capital stock:	
The Missouri Pacific Ry. Co	$47436575 00
Leroy & Caney Valley Air Line R. R	540000 00
Kansas City & Southwestern Ry. of Missouri,	207000 00
Kansas & Colorado Pacific Ry	25498100 00
Kanopolis & Kansas Central Ry	300000 00
Kansas Southwestern Ry	397440 00

Capital stock:	
Rooks Co. R. R.	$500000 00
Pacific Ry. in Nebraska	1095800 00
Nevada & Minden Ry	4500000 00
Nevada & Minden Ry. of Kansas	675000 00
St. Louis, Oak Hill & Carondelet Ry	400000 00
Omaha Belt Ry	800000 00
Ft. Scott Central Ry	1114800 00
Nebraska Southern Ry	241800 00
Omaha Southern Ry	382300 00
Joplin & Western Ry	91600 00
Funded debt:	
The Missouri Pacific Ry. Co	$54012000 00
Leroy & Caney Valley Air Line R. R	520000 00
Kansas City & Southwestern Ry. of Missouri,	407000 00
Kansas & Colorado Pacific Ry	23532000 00
Kanopolis & Kansas Central Ry	225000 00
Kansas Southwestern Ry	372000 00
Rooks Co. R. R	275000 00
Pacific Ry. in Nebraska	1095000 00
St. Louis, Oak Hill & Carondelet Ry	400000 00
Ft. Scott Central Ry	972000 00
Nebraska Southern Ry	242000 00
Omaha Southern Ry	382000 00
Joplin & Western Ry	69000 00
Current liabilities:	
The Missouri Pacific Ry. Co	$8505391 54
Leroy & Caney Valley Air Line R. R	13000 00
Kansas City & Southwestern Ry. of Missouri,	356070 00
Kansas & Colorado Pacific Ry	6278418 34
Kanopolis & Kansas Central Ry	108000 00
Kansas Southwestern Ry. Co	189720 00
Rooks Co. R. R	156750 00
Pacific Ry. in Nebraska	425834 55
St. Louis, Oak Hill & Carondelet Ry	180000 00

Total:

The Missouri Pacific Ry. Co.	$109953966 54
Leroy & Caney Valley Air Line R. R.	1073000 00
Kansas City & Southwestern Ry. of Missouri,	970070 00
Kansas & Colorado Pacific Ry	55308518 34
Kanopolis & Kansas Central Ry	633000 00
Kansas Southwestern Ry	959160 00
Rooks Co. R. R.	931750 00
Pacific Ry. in Nebraska	2616634 55
Nevada & Minden Ry	4500000 00
Nevada & Minden Ry. of Kansas	675000 00
St. Louis, Oak Hill & Carondelet Ry	980000 00
Omaha Belt Ry	800000 00
Ft. Scott Central Ry	2086800 00
Nebraska Southern Ry	483800 00
Omaha Southern Ry	764300 00
Joplin & Western Ry	160600 00

Miles of road:

The Missouri Pacific Ry. Co.	1060.12
Osage Div., M., K. & T. Ry	54.00
Leroy & Caney Valley Air Line R. R.	51.78
Boonville, St. Louis & Southern R. R.	43.95
Kansas City & Southwestern Ry. of Missouri	48.23
Kansas & Colorado Pacific Ry	1601.62
Kanopolis & Kansas Central Ry	14.16
Kansas Southwestern Ry	24.91
Rooks Co. R. R.	18.25
Pacific Ry. in Nebraska	73.00
Nevada & Minden Ry	32.56
Nevada & Minden Ry. of Kansas	41.15
St. Louis, Oak Hill & Carondelet Ry	6.30
Omaha Belt Ry	16.17
Ft. Scott Central Ry	57.05
Nebraska Southern Ry	16.12
Omaha Southern Ry	25.44
Joplin & Western Ry	4.59
Grand total miles of road	3189.40

Amount per mile of line:

The Missouri Pacific Ry. Co.	$103718
Leroy & Caney Valley Air Line R. R.	20722
Kansas City & Southwestern Ry. of Missouri	46863
Kansas & Colorado Pacific Ry	34533
Kanopolis & Kansas Central Ry	44703
Kansas Southwestern Ry	38505
Rooks Co. R. R.	51054
Pacific Ry. in Nebraska	35844
Nevada & Minden Ry	13821
Nevada & Minden Ry. of Kansas	16403
St. Louis, Oak Hill & Carondelet Ry	155555
Omaha Belt Ry	49474
Ft. Scott Central Ry	36578
Nebraska Southern Ry	30012
Omaha Southern Ry	30043
Joplin & Western Ry	34989

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION.

Expenditures during year, included in operating expenses:

Fences	$6859 73
Grading and bridge and culvert masonry	4242 74
Bridges and trestles	15317 52
Buildings, furniture, and fixtures	29723 61
Shop machinery and tools	9610 85
Sidings and yard extensions	44358 60
Other items	80963 01
Total construction	$191086 16

Expenditures during year, not included in operating expenses, charged to construction or equipment:	
Right of way	$2336 28
Total cost to June 30, 1894:	
Right of way	$703060 31
Other real estate	23386 10
Fences	32706 26
Grading and bridge and culvert masonry	2499781 52
Bridges and trestles	808486 28
Rails	2247351 96
Ties	770071 83
Other superstructure	307601 88
Buildings, furniture, and fixtures	314592 13
Shop machinery and tools	962 47
Engineering expenses	203841 94
Telegraph line	14772 63
Purchase of constructed road and equipment	32539190 81
Other items	757674 81
Total construction and part of equipment	$41223480 93
Total cost to June 30, 1895:	
Right of way	$705396 59
Other real estate	23386 10
Fences	32706 26
Grading and bridge and culvert masonry	2499781 52
Bridges and trestles	808486 28
Rails	2247351 96
Ties	770071 83
Other superstructure	307601 88
Buildings, furniture, and fixtures	314592 13
Shop machinery and tools	962 47
Engineering expenses	203841 94
Telegraph line	14772 63
Purchase of constructed road and equipment	32539190 81
Other items	757674 81
Total construction and part of equipment	$41225817 21

Cost per mile:	
Right of way	$665 39
Other real estate	22 06
Fences	30 85
Grading and bridge and culvert masonry	2358 02
Bridges and trestles	762 64
Rails	2119 90
Ties	726 40
Other superstructure	290 16
Buildings, furniture, and fixtures	296 75
Shop machinery and tools	90
Engineering expenses	192 28
Telegraph line	13 93
Purchase of constructed road and equipment	30693 88
Other items	714 71
Total construction and part of equipment	$38887 88

EQUIPMENT.

Expenditures during year, not included in operating expenses, charged to construction or equipment:	
Locomotives	$538 62
Freight cars	3198 40
Other cars of all classes	2869 74
Total equipment	$6606 76
Total cost to June 30, 1894:	
Locomotives	$2233648 06
Passenger, sleeping, parlor, dining, baggage, express, postal, and combination cars	1072097 41
Freight cars	5244512 39
Other cars of all classes	19878 44
Total equipment	$8570136 30

Total to June 30, 1895:	
Locomotives	$2234186 68
Passenger, parlor, sleeping, dining, baggage, express, postal, and combination cars	1072097 41
Freight cars	5247710 79
Other cars of all classes	22748 18
Total equipment	$8576743 06
Cost per mile:	
Locomotives	$2107 48
Passenger, sleeping, parlor, dining, baggage, express, postal, and combination cars	1011 30
Freight cars	4950 11
Other cars of all classes	21 46
Total equipment	$8090 35
Grand total cost construction, equipment, etc.:	
Expenditures during year, included in operating expenses	$191086 06
Expenditures during year, not included in operating expenses, charged to construction or equipment	8943 04
Total cost to June 30, 1894	49793617 23
Total cost to June 30, 1895	49802050 27
Cost per mile	46978 23

INCOME ACCOUNT.

Gross earnings from operation	$8946651 99
Less operating expenses	6409710 72
Income from operation	$2536941 27
Dividends on stocks owned	$201055 07
Interest on bonds owned	23000 00

Miscellaneous income—less expenses	$309306 76
Income from other sources	$533361 83
Total income	$3070303 10
Deductions from income:	
Interest on funded debt accrued	$2723175 00
Interest on interest-bearing current liabilities accrued, not otherwise provided for	562215 87
Rents paid for lease of road	132300 00
Taxes	332816 49
Other deductions	1051125 47
Total deductions from income	$4801632 83
Deficit	$1731329 73
Deficit from operations of year ending June 30, 1895,	$1731329 73
Surplus on June 30, 1894	3339281 82
Surplus on June 30, 1895	$1607952 09

EARNINGS FROM OPERATION—STATE OF NEBRASKA.

Passenger:	
Passenger revenue—Total receipts	$1745829 75
Deductions, account of repayments, etc.:	
Tickets redeemed	$1369 72
Excess fares refunded	8377 56
Other repayments	10106 56
Total deductions	$19853 84
Actual earnings:	
Total passenger revenue	$1725975 91
Mail	459665 17
Express	160968 17
Total passenger earnings	$2346609 25

Freight:	
Freight revenue—Total receipts	$5691905 33
Deductions, account of repayments, etc.:	
Overcharge to shippers	82881 94
Actual earnings:	
Total freight revenue	$5609023 39
Total passenger and freight earnings	$7955632 64
Other earnings from operation:	
Car mileage—balance	$341742 94
Switching charges—balance	2215899 34
Rents from tracks, yards, and terminals	172129 39
Rents not otherwise provided for	37629 93
Other sources	217927 75
Total other earnings	$991019 35
Total gross earnings from operation—entire line	$8946651 99

STOCKS OWNED.

A. RAILWAY STOCKS.

St. Louis, Iron Mountain & Southern Ry.:	
Total par value	$25716105 00
Valuation	19286420 00
St. Louis, Oak Hill & Carondelet Ry.:	
Total par value	400000 00
Valuation	3964 00
Kansas & Colorado Pacific Ry.:	
Total par value	22177000 00
Valuation	780183 70
Pueblo & State Line Ry.:	
Total par value	1550000 00
Valuation	112555 08

Rooks County R. R.:	
Total par value	$440000 00
Valuation	3810 20
Pacific Ry. Co. in Nebraska:	
Total par value	1095800 00
Valuation	11409 95
Kansas & Arkansas Valley Ry.:	
Total par value	1706400 00
Valuation	422691 14
Iron Mountain R. R. of Memphis:	
Total par value	700 00
Valuation	26192 20
Missouri Pacific Ry. of Kansas:	
Total par value	10000 00
Valuation	10000 00
Texas & Pacific Ry.:	
Total par value	6525000 00
Valuation	1340719 33
Sedalia, Warsaw & Southwestern Ry.:	
Total par value	373584 00
Valuation	197100 00
Ft. Scott Central Ry.:	
Total par value	1114800 00
Valuation	10549 79
Joplin & Western Ry.:	
Total par value	91600 00
Valuation	1161 79
Omaha Southern Ry.:	
Total par value	382300 00
Valuation	8720 90
Nebraska Southern Ry.:	
Total par value	241800 00
Valuation	2518 00

Kanopolis & Kansas Central Ry.:	
Total par value	$265000 00
Valuation	2650 00
Omaha Belt Ry.:	
Total par value	800000 00
Valuation	757788 93
Nevada & Minden Ry.:	
Total par value	450000 00
Valuation	397647 43
Nevada & Minden Ry. of Kansas:	
Total par value	675000 00
Valuation	478723 82
Leroy & Caney Valley Air Line R. R.:	
Total par value	360000 00
Valuation	68866 17
Kansas City & Southwestern Ry.:	
Total par value	246000 00
Valuation	2460 00
Kansas City & Southwestern Ry. of Mo.:	
Total par value	207000 00
Valuation	2070 00
Total:	
Par value	64828089 00
Valuation	23928202 43

B. OTHER STOCKS.

St. Joseph Union Depot Co.:	
Total par value	$1000 00
Valuation	1000 00
Kansas City Union Depot Co.:	
Total par value	45000 00
Income or dividend received	3000 00
Valuation	22076 20

Atchison Union Depot Co.:	
Total par value	$9000 00
Valuation	9000 00
Itoka Coal & Mining Co.:	
Total par value	416300 00
Income or dividend received	33304 00
Valuation	123734 00
Lexington Coal Mining Co.:	
Total par value	100000 00
Valuation	88202 85
Osage Coal & Mining Co.:	
Total par value	333333 33
Income or dividend received	30000 00
Valuation	154600 00
Rich Hill Coal Mining Co.:	
Total par value	305500 00
Income or dividend received	50550 00
Valuation	66081 00
Western Coal & Mining Co.:	
Total par value	500000 00
Valuation	330053 84
Pacific Express Co.:	
Total par value	2400000 00
Income or dividend received	72000 00
Valuation	2400000 00
American Refrigerator Transit Co.:	
Total par value	93000 00
Income or dividend received	21701 07
Valuation	93000 00
Baring Cross Bridge Co.:	
Total par value	150000 00
Income or dividend received	10500 00
Valuation	150000 00

Waterloo & Carondelet Turnpike & Ferry Co.:	
Total par value	$99800 00
Valuation	86523 69
Kansas Central Elevator Co.:	
Total par value	75000 00
Valuation	77949 66
Exposition & Music Hall Ass'n, St. Louis:	
Total par value	5000 00
Valuation	5000 00
St. Louis & Miss. Valley Transportation Co.:	
Total par value	174000 00
Valuation	174000 00
Omaha Fair & Speed Ass'n:	
Total par value	5000 00
Valuation	3125 00
Town Companies McPherson's Branch:	
Total par value	3500 00
Valuation	31 12
Mahoney Frog Foot Guard Co.:	
Total par value	15000 00
Valuation	500 00
Fitzgerald & Mallory Construction Co.:	
Total par value	720000 00
Valuation	41645 51
Leavenworth Union Depot & R. R. Co.:	
Total par value	25000 00
Valuation	2500 00
Western Coal & Mining Co.:	
Total par value	500000 00
Valuation	221939 04
Terminal R. R. Ass'n of St. Louis, Mo.:	
Total par value	205600 00

St. Louis Transfer Ry. Co.:	
Total par value	$4800 00
Valuation	4800 00
Pueblo Union Depot Co.:	
Total par value	120 00
Valuation	120 00
Total:	
Par value	6185953 33
Income or dividend received	201155 07
Valuation	4053631 91
Grand total, A and B:	
Par value	71014042 33
Income or dividend received	201055 07
Valuation	27981834 34

BONDS OWNED.

A. RAILWAY BONDS.

First mortgage, Kanopolis & Kansas Central Ry.:	
Total par value	$225000 00
Valuation	121834 78
First mortgage, Pacific R. R. of Missouri (Carondelet Branch):	
Total par value	7500 00
Valuation	13605 00
First mortgage, Kansas & Colorado Ry.:	
Total par value	2041000 00
Valuation	1632000 00
First mortgage, Denver, Memphis & Atlantic Ry.:	
Total par value	6561000 00
Valuation	4920000 00
First mortgage, Pueblo & State Line R. R.:	
Total par value	2270000 00
Valuation	1816000 00

First mortgage, Ft. Scott, Wichita & Western Ry.:	
Total par value	$4666000 00
Valuation	4666000 00
First mortgage, Wichita & Colorado Ry.:	
Total par value	705000 00
Valuation	564000 00
First mortgage, Salina, Sterling & El Paso R. R.:	
Total par value	600000 00
Valuation	480000 00
First mortgage, Kansas Southwestern Ry.:	
Total par value	372000 00
Valuation	298000 00
First mortgage, St. Louis, Oak Hill & Carondelet Ry.:	
Total par value	400000 00
Valuation	320000 00
First mortgage, Kansas City & Southwestern Ry.:	
Total par value	550000 00
Valuation	440000 00
First mortgage, Kansas City & Southwestern Ry. of Missouri:	
Total par value	407000 00
Valuation	325600 00
First mortgage, Council Grove, Osage City & Ottawa Ry.:	
Total par value	1110000 00
Valuation	888000 00
First mortgage, Topeka, Salina & Western Ry.:	
Total par value	1273000 00
Valuation	1018400 00
First mortgage, Missouri Pacific Railway in Kansas:	
Total par value	300000 00
Valuation	240000 00

First mortgage, Council Grove, Smoky Valley & Western Ry.:	
Total par value	$417000 00
Valuation	333600 00
First mortgage, Kansas, Nebraska & Dakota Ry.:	
Total par value	2055000 00
Valuation	1644000 00
First mortgage, Grouse Creek Ry.:	
Total par value	376000 00
Valuation	300800 00
First mortgage, Rooks County R. R.:	
Total par value	275000 00
Valuation	220000 00
First mortgage, Pacific Railway Company in Nebraska:	
Total par value	1095000 00
Valuation	876000 00
First mortgage, Iron Mountain R. R. of Memphis:	
Total par value	500000 00
Income or interest received	20000 00
Valuation	400000 00
First mortgage, Interstate Ry.:	
Total par value	1622000 00
Valuation	1297600 00
First mortgage, Ft. Scott & Eastern Ry.:	
Total par value	394000 00
Valuation	315200 00
First mortgage, Ft. Scott Belt Terminal Ry.:	
Total par value	195000 00
Valuation	156000 00
First mortgage, Ft. Scott & Southern Ry.:	
Total par value	383000 00
Valuation	306400 00

First mortgage, Joplin & Western Ry.:	
Total par value	$69000 00
Valuation	55200 00
First mortgage, Omaha Southern Ry.:	
Total par value	382000 00
Valuation	305600 00
First mortgage, Nebraska Southern Ry.:	
Total par value	242000 00
Valuation	193600 00
Second mortgage, Ft. Scott, Wichita & Western Ry.:	
Total par value	1000000 00
Valuation	226002 78
Second mortgage, general consolidated railway and land grant mortgage, St. Louis, I. M. & I. Ry.:	
Total par value	1008000 00
Income or interest received	400 00
Valuation	1061984 04
First collateral bonds, Missouri Pacific Ry.:	
Total par value	2636000 00
Valuation	2636000 00
First mortgage bonds, Kansas City & Northwestern R. R. Co.:	
Total par value	815000 00
Valuation	78116 16
Total:	
Par value	34218000 00
Income or interest received	20400 00
Valuation	28149542 76

B. OTHER BONDS.

First mortgage, Leavenworth Union Depot & R. R. Co.:	
Total par value	$25000 00
Income or interest received	1250 00
Valuation	27516 79

Second mortgage, Atchison Union Depot Co.:	
Total par value	$4500 00
Income or interest received	1350 00
Valuation	4500 00
Total:	
Par value	29500 00
Income or interest received	2600 00
Valuation	32016 79
Grand total, A and B:	
Par value	34247500 00
Income or interest received	23000 00
Valuation	28181559 55

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

St. Louis & San Francisco Ry. Co., using St. Louis terminal and yards and Carondelet Branch	$172129 39

MISCELLANEOUS INCOME.

Preutsch Gas Plant	$5692 17
Southwest Lead & Zinc Works	77 29
Kansas Central Elevator	806 04
Coffeyville Elevator	1715 07
Sleeping car earnings	87856 03
Waterloo & Carondelet Turnpike & Ferry Co.	33239 14
Discount and premium	4943 76
General insurance fund retired	100000 00
Adjustment of material account, as per inventories	46313 32
Miscellaneous credits account, cancellation of unclaimed vouchers, wages, pay checks, etc.	28663 94
Total	$309306 76

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway	$754425 06
Renewals of rails	104334 93
Renewals of ties	245072 62
Repairs and renewals of bridges and culverts	115004 33
Repairs and renewals of fences, road crossings, signs, and cattle guards	33707 62
Repairs and renewals of buildings and fixtures,	99874 89
Repairs and renewals of docks and wharves	476 93
Repairs and renewals of telegraph	17462 70
Stationery and printing	667 15
Other expenses	32239 11
Total	$1403265 34
Maintenance of equipment:	
Superintendence	$43451 67
Repairs and renewals of locomotives	376968 19
Repairs and renewals of passenger cars	252847 87
Repairs and renewals of freight cars	400752 52
Repairs and renewals of work cars	30692 46
Repairs and renewals of shop machinery and tools	67603 84
Stationery and printing	2097 35
Other expenses	52363 82
Total	$1226777 72
Conducting transportation:	
Superintendence	$51062 24
Engine and roundhouse men	619714 82
Fuel for locomotives	457566 87
Water supply for locomotives	52769 14
Oil, tallow, and waste for locomotives	24238 59
Other supplies for locomotives	7154 46
Train service	431977 56

Conducting transportation:	
Train supplies and expenses	$144771 41
Switchmen, flagmen, and watchmen	273864 43
Telegraph expenses	183537 99
Station service	563326 11
Station supplies	22635 79
Switching charges	85340 57
Loss and damage	45493 71
Injuries to persons	43846 28
Advertising	20098 01
Outside agencies	93046 22
Commissions	23670 34
Rents for tracks, yards, and terminals	7382 04
Rents of buildings and other property	11532 80
Stationery and printing	32753 17
Other expenses	387352 69
Total	$3583135 24
General expenses:	
Salaries of general officers	$17222 41
Salaries of clerks and attendants	41849 01
General office expenses and supplies	3711 93
Insurance	36864 11
Law expenses	61517 61
Stationery and printing, general offices	13927 11
Other expenses	21440 24
Total	$196532 42
Recapitulation of expenses:	
Maintenance of way and structures	$1403265 34
Maintenance of equipment	1226777 72
Conducting transportation	3583135 24
General expenses	196532 42
Grand total	$6409710 72

Percentage of expenses to earnings, entire line, 71.64.

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Boonville, St. Louis & Southern Ry.:	
Cash	$25000 00
Hannibal & St. Joseph R. R.:	
Cash	13500 00
Leroy & Caney Valley Air Line R. R.:	
Interest on bonds guaranteed	26000 00
Verdegris Valley, Independence & W. Ry.:	
Interest on bonds guaranteed	40300 00
Osage Div., Mo., Kan. & Texas Ry.:	
Cash	27500 00
Total	$132300 00

RENTS PAID FOR TRACKS, YARDS, AND TERMINALS.

Central Branch Union Pacific R. R. Co., for tracks, yards, and terminals from Atchison, Kan., to Central Branch Junction	$7382 04

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

June 30, 1894, total:	
Cost of road and equipment	$49793617 23
Stocks owned	27878890 06
Bonds owned	28103443 39
Other permanent investments	1484267 09
Lands owned	746403 24
Cash and current assets	4648407 22
Other assets, material and supplies	922375 01
Grand total	113577403 24

June 30, 1895, total:	
Cost of road and equipment	$49802560 27
Stocks owned	27981834 34
Bonds owned	28181559 55
Other permanent investments	987358 86
Lands owned	780922 10
Cash and current assets	3818624 90
Other assets, materials, and supplies	887293 71
Grand total	112440153 73
Year ending June 30, 1895, increase:	
Cost of road and equipment	8943 04
Stocks owned	102944 28
Bonds owned	78116 16
Lands owned	34518 86
Year ending June 30, 1895, decrease:	
Other permanent investments	496908 23
Cash and current assets	829782 32
Other assets, materials and supplies	35081 30
Grand total	1137249 51

COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.

June 30, 1894, total:	
Capital stock	$47436575 00
Funded debt	54012000 00
Current liabilities	7848144 35
Accrued interest on funded debt not yet payable	787114 57
Other liabilities, sundries	154287 50
Profit and loss	3339281 82
Grand total	113577403 24

June 30, 1895, total:	
Capital stock	$47436575 00
Funded debt	54012000 00
Current liabilities	8505391 54
Accrued interest on funded debt not yet payable	787114 57
Other liabilities, sundries	91120 53
Profit and loss	1607952 09
Grand total	112440153 73
Year ending June 30, 1895, increase:	
Current liabilities	657247 19
Year ending June 30, 1895, decrease:	
Other liabilities, sundries	63166 97
Profit and loss	1731329 73
Grand total	1137249 51

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

1. Express companies.

Pacific Express Company. Contract dated May 1, 1886, grants privilege to do a general express business. As compensation are received a percentage of the express company's gross earnings on this company's line of road.

2. Mails.

Route No. 155040, from Atchison to Omaha, 164.21 miles, at $129.11 per mile; annual compensation, $20201.15.

Route No. 157040, from Union to Lincoln, 47.70 miles, at $84.65 per mile; annual compensation, $4037.80.

Route No. 157048, from Gilmore Junction to Auburn, 59.48 miles, at $141.93 per mile; annual compensation, $8441.99.

Route No. 157059, from Talmage to Crete, 58.44 miles, at $47.88 per mile; annual compensation, $2798.10.

Route No. 157071 from West Side Junction to Summit Junction, 3.05 miles, at $137.66 per mile; annual compensation, $419.86.

3. Sleeping car companies.

Pullman Palace Car Company. This company furnishes sleeping cars under contract, dated November 1, 1886, and receives for their use three cents per car mile run.

4. Freight or transportation companies or lines.

American Refrigerator Transit Company of Illinois. Contract dated January 1, 1894. This company furnishes refrigerator cars and receives a mileage compensation for their use over this company's line, and a commission from the revenue derived from shipments hauled in their cars.

5. Telegraph companies.

Western Union Telegraph Company. Contract to furnish battery force, instruments, and all material necessary to keep telegraph line in working order for use of railway company. Bears jointly the expense of receiving and transmitting all telegraph business along the line of its road, with the provision that additional facilities shall be furnished when increased business requires same.

SECURITY FOR FUNDED DEBT.

Aug. 1, 1868.—Pacific R. R. of Missouri, first mortgage:

	Miles.
St. Louis, Mo., to western boundary of Missouri at Kansas City, Mo.	283.74

Amount of mortgage per mile of line, $24735.

Equipment mortgaged—All owned July 15, 1868.

July 1, 1871, Pacific R. R. of Missouri, second mortgage:

St Louis, Mo., to western boundary of Missouri at Kansas City, Mo.	283.74

Amount of mortgage per mile of line, $9092.

Equipment mortgaged—All owned, July 1, 1871.

May 1, 1872.—Pacific R. R. of Missouri, St. Louis real estate mortgage.

Oct. 1, 1873.—Pacific R. R. of Missouri, Carondelet Branch, first mortgage:

Kirkwood, Mo., to Mississippi river at Carondelet, Mo.,	12.44

Amount of mortgage per mile of line, $18846.

Miles.

Nov. 1, 1876.—Missouri Pacific R. R., third mortgage:

St. Louis, Mo., to western boundary of Missouri at Kansas City, Mo..... 283.74

Kirkwood, Mo., to Mississippi river at Carondelet, Mo., 12.44

Together with all subsequent acquisitions.

Amount of mortgage per mile of line, $12932.

Equipment mortgaged—All owned November 1, 1876, and subsequently acquired.

Income mortgaged—All at date and subsequently derived.

Securities mortgaged—All owned and subsequently acquired.

Oct. 1, 1880.—The Missouri Pacific Ry., Lexington Division, first mortgage:

Lexington, Mo., to Sedalia, Mo..... 55.45

Amount of mortgage per mile of line, $11818.

Income mortgaged—All from this property.

Nov. 1, 1880.—The Missouri Pacific Ry., consolidated first mortgage:

Mississippi river at St. Louis, Mo., to western boundary of state of Missouri at Kansas City, Mo..... 284.74

Kirkwood, Mo., to Mississippi river at Carondelet, Mo., 12.44

Sedalia Junction, Mo., to beyond Lexington, Mo..... 55.45

Near Lexington, Mo., to Independence Junction..... 33.01

Pleasant Hill, Mo., to Carthage, Mo..... 115.37

Paola, Kan., to Leroy Junction, Kan..... 60.75

Osawatomie, Kan., to Ottawa, Kan..... 21.62

State line at Kansas City to Atchison, Kan..... 46.37

Atchison, Kan., to Papillion, Neb..... 146.56

Together with all subsequent acquisitions (see 1060.12 miles reported owned).

Amount of mortgage per mile of line, $14059.

Equipment mortgaged—All owned and subsequently acquired.

Income mortgaged—All at date and subsequently derived.

Securities mortgaged—All owned and subsequently acquired.

FIRST MORTGAGE BONDS.

	No. of $1000 bonds.
Jan. 1, 1887.—The Missouri Pacific Ry., trust 5 per cent mortgage:	
Ft. Scott, Wichita & Western Ry., 309.25 miles	4666
Wichita & Colorado Ry., 46.47 miles	705
Salina, Sterling & El Paso R. R., 40.10 miles	600
Denver, Memphis & Atlantic Ry., 411.56 miles	6561
Kansas Southwestern Ry., 24.91 miles	372
Kansas & Colorado R. R., 136.02 miles	2041
Pueblo & State Line R. R., 152.12 miles	2270
Total, 1120.43 miles.	
Aug. 1, 1890.—The Missouri Pacific Ry., trust collateral mortgage:	
St. Louis, Oak Hill & Carondelet Ry., 6.30 miles	400
Kansas City & Southwestern Ry., 27.53 miles	550
Kansas City & Southwestern Ry. of Missouri, 20.70 miles	407
Council Grove, Osage City & Ottawa Ry., 69.53 miles,	1110
Topeka, Salina & Western R. R., 51.73 miles	1273
Missouri Pacific Ry. in Kansas, 19.42 miles	300
Council Grove, Smoky Valley & Western R. R., 27.30 miles	417
Kansas, Nebraska & Dakota Ry., 131 miles	2055
Rooks County R. R., 18.25 miles	275
Pacific Ry. in Nebraska, 73 miles	1095
Iron Mt. R. R. of Memphis, 1.07 miles	500
Interstate Ry., 101.43 miles	1622
Ft. Scott & Eastern Ry. 26.27	394
Ft. Scott Belt Terminal Ry. 3.91 } 57.05 miles	195
Ft. Scott & Southern Ry. 26.87	383
Omaha Southern Ry., 25.44 miles	382
Nebraska Southern Ry., 16.12 miles	242
Joplin & Western Ry., 4.59 miles	69
Grouse Creek Ry., 25.07 miles	376
Total, 675.53 miles.	

EMPLOYEES AND SALARIES—STATE OF NEBRASKA.

Class.	Number.	Total yearly compensation.	Average daily compensation.
General officers	6	$18239 16	$8 44
General office clerks	37	26460 48	1 99
Station agents	39	26490 60	1 89
Other station men	51	25723 80	1 71
Enginemen	49	36795 00	3 60
Firemen	51	22290 60	2 12
Conductors	31	20367 00	3 51
Other trainmen	71	28256 40	2 31
Machinists	4	3376 20	2 84
Carpenters	15	10398 60	2 35
Other shopmen	29	17788 80	2 02
Section foremen	45	24849 00	1 48
Other trackmen	165	51288 60	1 11
Switchmen, flagmen, and watchmen,	33	24246 00	2 63
Telegraph operators and dispatchers	22	17794 80	2 35
All other employees and laborers	91	44826 24	1 54
Distribution of above:			
General administration	58	60613 80	2 90
Maintenance of way and structures	247	92501 40	1 25
Maintenance of equipment	34	21960 60	2 02
Conducting transportation	400	224115 48	2 23
Total (including "general officers") —Nebraska	739	$399191 28	$1 93
Less "general officers"	6	18239 16	8 44
Total (excluding "general officers") —Nebraska	733	$380952 12	$1 87
Total (including "general officers") —entire line	5855	3262308 60	1 99

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Passenger traffic:

Number of passengers carried earning revenue, 2802966.
Number of passengers carried one mile, 80856199.
Number of passengers carried one mile per mile of road, 53438.51
Average distance carried, 28.85 miles.
Total passenger revenue, $1725975.91.
Average amount received from each passenger, $0.61577.
Average receipts per passenger per mile, $0.02135.
Total passenger earnings, $2346609.25.
Passenger earnings per mile of road, $1550.89.
Passenger earnings per train mile, $0.88260.

Freight traffic:

Number of tons carried of freight earning revenue, 3809243.
Number of tons carried one mile, 535313647.
Number of tons carried one mile per mile of road, 353793.05.
Average distance haul of one ton, 140.53 miles.
Total freight revenue, $5609023.39.
Average amount received for each ton of freight, $1.47248.
Average receipts per ton per mile, $0.01048.
Total freight earnings, $5609023.39.
Freight earnings per mile of road, $3707.35.
Freight earnings per train mile, $1.74168.

Passenger and freight:

Passenger and freight revenue, $7334999.30.
Passenger and freight revenue per mile of road, $4847.76.
Passenger and freight earnings, $7955632.64.
Passenger and freight earnings per mile of road, $5257.94.
Gross earnings from operation, $8946651.99.
Gross earnings from operation per mile of road, $5912.91.
Gross earnings from operation per train mile, $1.521.75.
Operating expenses, $6409710.72.
Operating expenses per mile of road, $4236.23.

Passenger and freight:

Operating expenses per train mile, $1.09024.
Income from operation, $2536941.27.
Income from operation per mile of road, $1676.68.

Train mileage:

Miles run by passenger trains, 2584567.
Miles run by freight trains, 2997940.
Miles run by mixed trains, 296693.
Total mileage trains earning revenue, 5879200.
Miles run by switching trains, 1707954.
Miles run by construction and other trains, 88761.
Grand total train mileage, 7675915.
Mileage of loaded freight cars—north or east, 22523670.
Mileage of loaded freight cars—south or west, 28662601.
Mileage of empty freight cars—north or east, 13001252.
Mileage of empty freight cars—south or west, 7656391.
Average number of freight cars in train, 22.31.
Average number of loaded cars in train, 15.90.
Average number of empty cars in train, 6.41.
Average number of tons of freight in train, 166.22.
Average number of tons of freight in each loaded car, 10.46.

FREIGHT TRAFFIC MOVEMENT.

COMPANY'S MATERIAL EXCLUDED.

Commodity.	Whole Tons.	Per Cent.
Products of agriculture:		
Grain, bulk	382020	10.03
Flour	100965	2.65
Cotton	368	.01
Sacked grain	24693	.65
Other articles	148243	3.89
Products of animals:		
Live stock	339295	8.91
Other articles	127050	3.34
Products of mines:		
Anthracite coal	87000	2.28
Bituminous coal	970255	25.47
Products of forest:		
Lumber	266870	7.01
———	158672	4.16
Manufactures:		
Iron, pig	5863	.15
Merchandise and manufactures	514899	13.52
Miscellaneous: Other commodities not mentioned above	683050	17.93
Total tonnage, entire line	3809243	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Locomotives—Owned and leased:						
Passenger	.....	78	78	Westinghouse	.....	
Freight	.....	209	69 15	Westinghouse New York	.....	
Switching	.....	51	.....	.....	.....	
Total locomotives in service	.....	338	162	.....	.....	
Less locomotives leased	.....	1	.....	.....	.....	
Total locomotives owned	.....	337	162	.....	.....	
Cars—Owned and leased:						
In passenger service—						
First-class cars	.....	116	116	Westinghouse	116	Miller.
Combination cars	.....	51	51	Westinghouse	51	Miller.
Parlor cars	.....	2	2	Westinghouse	2	Miller.
Sleeping cars	.....	55	55	Westinghouse	55	Miller.
Baggage, express, and postal cars	6	65	65	Westinghouse	65	Miller.
Other cars in passenger service	.....	54	54	Westinghouse	54	Miller.
Total	6	343	343	.....	343	
In freight service—						
Box cars	.....	5764	44	Westinghouse	327	Mo. Pac.
Flat cars	.....	681	.....	.....	129	Mo. Pac.
Stock cars	.....	886	.....	.....	10	Mo. Pac.
Coal cars	.....	4197	.....	.....	106	Mo. Pac.
Refrigerator cars	.....	369	277	Westinghouse	.....	
Fruit cars	.....	10	.....	.....	.....	
Total	.....	11907	321	.....	572	
In company's service—						
Officers' and pay cars	.....	7	7	Westinghouse	7	Miller.
Derrick cars	1	8	.....	.....	.....	
Caboose cars	1	159	.....	.....	.....	
Other road cars	30	89	.....	.....	.....	
Total	32	263	7	.....	7	
Total cars in service and owned	38	12513	671	.....	922	

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:	
Line represented by capital stock:	
Main line	482.11
Branches and spurs	578.01
Line of proprietary companies	199.38
Line operated under lease	224.58
Line operated under trackage rights	28.99
Total mileage operated	1513.07
Rails:	
Iron	43.02
Steel	1441.06
Miles of second track:	
Line represented by capital stock:	
Main line	23.53
Branches and spurs	.44
Line of proprietary companies	8.38
Total mileage operated	32.35
Rails, steel	32.35
Miles of third track:	
Line represented by capital stock, main line	1.42
Total mileage operated	1.42
Rails, steel	1.42
Miles of yard track and sidings:	
Line represented by capital stock:	
Main line	217.13
Branches and spurs	135.24
Line of proprietary companies	40.54
Line operated under lease	14.25
Line operated under trackage rights	30.00
Total mileage operated	427.16
New line constructed during year	5.95
Rails:	
Iron	132.10
Steel	275.06

Total mileage operated (all tracks):	
Line represented by capital stock:	
Main line	724.19
Branches and spurs	713.69
Line of proprietary companies	248.30
Line operated under lease	238.83
Line operated under trackage rights	48.99
Total mileage operated	1974.00
New line constructed during year	5.95
Rails, steel	1749.89

B. MILEAGE OF LINE OPERATED AND OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Missouri:	
Line represented by capital stock:	
Main line	284.74
Branches and spurs	376.78
Line of proprietary companies	64.77
Line operated under lease	64.65
Line operated under trackage rights	21.63
Total mileage operated	812.57
Total mileage owned	661.52
Rails:	
Iron	43.02
Steel	747.92
State of Kansas:	
Line represented by capital stock:	
Main line	94.50
Branches and spurs	82.37
Line of proprietary companies	76.88
Line operated under lease	159.93
Line operated under trackage rights	1.89
Total mileage operated	415.57
Total mileage owned	176.87
Rails, steel	413.68

State of Nebraska:

Line represented by capital stock:	
Main line	102.87
Branches and spurs	118.86
Line of proprietary companies	57.72
Line operated under trackage rights	5.47
Total mileage operated	284.93
Total mileage owned	221.73
Rails, steel	279.46

Total mileage operated and owned (single track):

Line represented by capital stock:	
Main line	482.11
Branches and spurs	578.01
Line of proprietary companies	199.38
Line operated under lease	224.58
Line operated under trackage rights	28.99
Total mileage operated	1513.07
Total mileage owned	1060.12
Rails:	
Iron	43.02
Steel	1441.06

MILEAGE—STATE OF NEBRASKA.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:

Line represented by capital stock:	
Main line	102.87
Branches and spurs	118.86
Line of proprietary companies	57.73
Line operated under trackage rights	5.47
Total mileage operated	284.93
Rails, steel	279.46

Miles of second track:	
Line of proprietary companies	2.08
Total mileage operated	2.08
Rails, steel	2.08
Miles of yard track and sidings:	
Line represented by capital stock:	
Main line	24.15
Branches and spurs	18.69
Line of proprietary companies	22.16
Total mileage operated	65.00
New line constructed during year	2.06
Rails, steel	65.00
Total mileage operated:	
Line represented by capital stock:	
Main line	127.02
Branches and spurs	137.55
Line of proprietary companies	81.97
Line operated under trackage rights	5.47
Total mileage operated	352.01
New line constructed during year	2.06
Rails, steel	346.54

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Nebraska:	
Line represented by capital stock:	
Main line	102.87
Branches and spurs	118.86
Line of proprietary companies	57.73
Line operated under trackage rights	5.47
Total mileage operated	284.93
Total mileage owned	221.73
Rails, steel	279.46

RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

NEW RAILS LAID DURING YEAR.

Steel:	
Tons	1
Weight per yard	63 lbs.
Average price per ton at distributing point	$26.00

NEW TIES LAID DURING YEAR.

Oak:	
Number	76183
Average price at distributing point	$0.41

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

Coal, tons, bituminous:	
Passenger	10302
Freight	24420
Switching	5105
Construction	368
Total	40195
Average cost at distributing point	$1.33
Wood, cords, hard:	
Passenger	128
Freight	305
Switching	63
Construction	4
Total	500
Average cost at distributing point	$2.38

Total fuel consumed, tons:	
Passenger	10387
Freight	24623
Switching	5147
Construction	371
Total	40528
Average cost at distributing point	$1.36
Miles run:	
Passenger	309084
Freight	415152
Switching	173600
Construction	9200
Total	907036
Average pounds consumed per mile:	
Passenger	67.21
Freight	118.62
Switching	59.29
Construction	80.65
Total	89.36

ACCIDENTS TO PERSONS—STATE OF NEBRASKA.

Employees—Trainmen, killed:	
Falling from trains and engines	1
Employees—Trainmen, injured:	
Coupling and uncoupling	1
Employees—Switchmen, flagmen, and watchmen, injured:	
Coupling and uncoupling	1
Other causes	1
Total	2

Total employees killed:	
Falling from train and engines	1
Total employees injured:	
Coupling and uncoupling	2
Other causes	1
Total	3
Passengers, killed:	
At stations	1
Other causes	1
Total	2
Others—Trespassing, killed:	
Other causes	1
Others, trespassing, injured:	
Other causes	2
Total others killed:	
At stations	1
Other causes	2
Total	3
Total others injured:	
Other causes	2

CHARACTERISTICS OF ROAD—STATE OF NEBRASKA.

BRIDGES, TRESTLES, ETC.

Bridges—Stone:	
Number	18
Aggregate length, feet	67
Minimum length, feet	3
Maximum length, feet	10

Bridges—Iron:	
Number	10
Aggregate length, feet	850
Minimum length, feet	7
Maximum length, feet	128
Bridges—Wooden:	
Number	2
Aggregate length, feet	98
Minimum length, feet	48
Maximum length, feet	50
Bridges—Combination:	
Number	12
Aggregate length, feet	1031
Minimum length, feet	5
Maximum length, feet	130
Bridges—Total:	
Number	42
Aggregate length, feet	2046
Trestles:	
Number	580
Aggregate length, feet	37653
Minimum length, feet	16
Maximum length, feet	2860

OVERHEAD HIGHWAY CROSSINGS.

Bridges:	
Number	7
Height of lowest above surface of rail	18 ft. 4 in.
Trestles:	
Number	5
Height of lowest above surface of rail	20 ft.
Total:	
Number	12

OVERHEAD RAILWAY CROSSINGS.

Bridges:

Number 3

Height of lowest above surface of rail..... 19 ft. 4 in.

Gauge of track, 4 feet 8½ inches; 284.93 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Western Union Telegraph Co., operated for the Missouri Pacific Railway Co., miles of wire..... 327

Western Union Telegraph Co., operated for Western Union Telegraph Co., miles of wire..... 267

Western Union Telegraph Co., operated jointly by above, miles of wire..... 95

Operated by Western Union Telegraph Co., miles of line, 284; miles of wire..... 689

ANNUAL REPORT

OF THE

PACIFIC RAILROAD COMPANY IN NEBRASKA.

FOR THE YEAR ENDING JUNE 30, 1895.

HISTORY.

1. Name of common carrier making this report? Pacific Railway Company in Nebraska.

2. Date of organization? March 29th, 1887.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Incorporated under the general railroad and corporation laws of the state of Nebraska, Compiled Statutes of Nebraska, 1881, chapter 16, sec. 72 *et seq.*

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. By consolidation agreement dated September 19th, 1887, the Pacific Railway Company in Kansas, a railroad corporation organized under the general railroad laws of the state of Kansas by articles of association filed with the secretary of the state of Kansas on the 31st day of March, 1887, was consolidated with the Pacific Railway Company in Nebraska. This consolidation was by purchase of the Kansas corporation, with all of its rights, property, and franchises under act of legislature of the state of Kansas, approved March 4, 1887 (Session Laws of Kansas, 1887, chapter 186, page 279), and act of legislature of the state of Nebraska, approved March 14, 1887 (Session Laws of Nebraska, 1887, chapter 58, page 536).

ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Frank Jay Gould, 195 Broadway, New York City, June, 1896.

S. H. H. Clark, Sixth and Locust streets, St. Louis, Mo., June, 1896.

E. G. Merriam, Sixth and Locust streets, St. Louis, Mo., June, 1896.

C. M. Rathburn, Atchison, Kan., June, 1896.

W. P. Waggener, Atchison, Kan., June, 1896.

W. P. McCreary, Hastings, Neb., June, 1896.

J. W. Waggener, Atchison, Kan., June, 1896.

Total number of stockholders at date of last election? Eight.

Date of last meeting of stockholders for election of directors? June 3d, 1895.

Give post-office address of general office? Hastings, Neb., and St. Louis, Mo.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, S. B. Schuyler; title, assistant general auditor; address, Seventh and Poplar streets, St. Louis, Mo.

OFFICERS.

TITLE, NAME, AND LOCATION OF OFFICE.

President—Frank Jay Gould, New York City.

Vice President—S. H. H. Clark, St. Louis, Mo.

Secretary—F. W. Ireland, St. Louis, Mo.

Treasurer—A. H. Calef, New York City.

Assistant Secretary and Assistant Treasurer—W. P. McCreary, Hastings, Neb.

General Solicitor—Alex. G. Cochrane, St. Louis, Mo.

Attorney—B. S. Waggener, Atchison, Kan.

General Auditor—C. G. Warner, St. Louis, Mo.

Assistant General Auditor—S. B. Schuyler, St. Louis, Mo.
General Manager—W. B. Doddridge, St. Louis, Mo.
Chief Engineer—James W. Way, St. Louis, Mo.
General Superintendent—H. G. Clark, St. Louis, Mo.
Superintendent—C. M. Rathburn, Atchison, Kan.
Superintendent of Telegraph—C. W. Hammond, St. Louis, Mo.
Freight Traffic Manager—C. A. Parker, St. Louis, Mo.
General Freight Agent—W. C. Stith, St. Louis, Mo.
General Passenger and Ticket Agent—W. C. Townsend, St. Louis, Mo.
Superintendent Locomotive and Car Department—Frank Rearden, St. Louis, Mo.
General Baggage Agent—J. C. Nicholas, St. Louis, Mo.

PROPERTY OPERATED—STATE OF NEBRASKA.

1. Railroad line represented by capital stock—Main line.

Pacific Railway in Nebraska:

From Kansas and Nebraska state line to Prosser, Neb.—miles	71.26

PROPERTY OPERATED.

1. Railroad line represented by capital stock—Main line.

Pacific Railway in Nebraska:

From Warwick, Kansas, to Prosser, Neb.—miles	73.00

CAPITAL STOCK.

Common, issued for reorganization:

Number of shares authorized	60000
Par value of shares	$100 00
Total par value authorized	2000000 00
Total amount issued and outstanding	1 095800 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

First mortgage, issued September 20, 1887, due September 20, 1907:	
Amount of authorized issue per mile	$15000 00
Amount issued	1095000 00
Amount outstanding	1095000 00
Cash realized on amount issued	1095000 00
Interest, 5 per cent; payable January and July; accrued during year	54750 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds:	
Amount issued	$1095000 00
Amount outstanding	1095000 00
Amount of interest accrued during year	54750 00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash and current assets	0 00
Balance, current liabilities	$729940 27

Current Liabilities Accrued to and Including June 30, 1895.

Audited vouchers and accounts	$304105 72
Matured interest coupons unpaid (including coupons due July 1)	425834 55
Total, current liabilities	$729940 27

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account capital stock:	
Total amount outstanding	$1095800 00
Apportionment to railroads	1095800 00
Miles of road	73.00
Amount per mile of line	$15011 00
Account bonds:	
Total amount outstanding	$1095000 00
Apportionment to railroads	1095000 00
Miles of road	73.00
Amount per mile of line	$15000 00
Account current liabilities:	
Total amount outstanding	$729940 27
Apportionment to railroads	729940 27
Miles of road	73.00
Amount per mile of line	$9999 00
Total:	
Amount outstanding	$2920740 27
Apportionment to railroads	2920740 27
Miles of road	73.00
Amount per mile of road	$40010 00

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Pacific Railway Company in Nebraska:	
Capital stock	$1095800 00
Funded debt	1095000 00
Current liabilities	729940 27
Total	2920740 27
Miles of road	73.00
Amount per mile of line	$40010 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION.

Expenditures during year, included in operating expenses:	
Fences	$44 91
Bridges and trestles	1360 52
Other items	37 05
Total construction	$1442 48

EQUIPMENT.

Purchase of constructed road:	
Total cost to June 30, 1894	$2190800 00
Total cost to June 30, 1895	2190800 00
Cost per mile	30010 96

INCOME ACCOUNT.

Gross earnings from operation	$17178 48
Less operating expenses	59723 17
Deficit	$42544 69
Deductions from income:	
Interest on funded debt accrued	$54750 00
Taxes	8622 91
Total deductions from income	$63372 91
Deficit	$105917 60
Deficit from operations of year ending June 30, 1895,	$105917 60
Deficit on June 30, 1894	624022 67
Deficit on June 30, 1895	$729940 27

EARNINGS FROM OPERATION—STATE OF NEBRASKA.

Passenger:	
Passenger revenue—Total receipts	$3884 78
Deductions, account of repayments, etc.:	
Tickets redeemed	$0 24
Other repayments	6 44
Total deductions	$6 68
Actual earnings:	
Total passenger revenue	$3878 10
Mail	3596 76
Express	473 29
Total passenger earnings	$7948 15
Freight:	
Freight revenue—Total receipts	$9147 01
Deductions, account of repayments, etc.:	
Overcharge to shippers	146 07
Actual earnings:	
Total freight revenue	$9000 94
Total freight earnings	$9000 94
Total passenger and freight earnings	$16949 09
Other earnings from operation:	
Rents not otherwise provided for	$28 00
Other sources	201 39
Total other earnings	$229 39
Total gross earnings from operation—entire line	$17178 48

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway	$7309 40
Renewals of ties	5909 23
Repairs and renewals of bridges and culverts	13563 36
Repairs and renewals of fences, road crossings, signs, and cattle guards	213 10
Repairs and renewals of buildings and fixtures	504 20
Repairs and renewals of telegraph	292 79
Stationery and printing	1 13
Other expenses	76
Total	$27793 97
Maintenance of equipment:	
Superintendence	$27 75
Repairs and renewals of locomotives	93 75
Repairs and renewals of passenger cars	80 19
Repairs and renewals of freight cars	5 07
Stationery and printing	53
Other expenses	03
Total	$207 32
Conducting transportation:	
Superintendence	$636 05
Engine and roundhouse men	4783 08
Fuel for locomotives	5876 88
Water supply for locomotives	735 17
Oil, tallow, and waste for locomotives	140 26
Other supplies for locomotives	25 36
Train service	3464 48
Train supplies and expenses	428 10
Switchmen, flagmen, and watchmen	60 00
Telegraph expenses	1973 84
Station service	3161 45
Station supplies	375 45

Conducting transportation:	
Switching charges	$53 00
Car mileage—balance	6228 56
Loss and damage	367 34
Injuries to persons	85 55
Advertising	38 28
Outside agencies	234 42
Commissions	63 73
Rents of buildings and other property	30 30
Stationery and printing	115 32
Other expenses	709 65
Total	$29586 27
General expenses:	
Salaries of general officers	$172 50
Salaries of clerks and attendants	129 90
General office expenses and supplies	9 62
Insurance	99 13
Law expenses	1676 21
Stationery and printing (general offices)	34 46
Other expenses	13 79
Total	$2135 61
Recapitulation of expenses:	
Maintenance of way and structures	$27793 97
Maintenance of equipment	207 32
Conducting transportation	29586 27
General expenses	2135 61
Grand total	$59723 17

Percentage of expenses to earnings, entire line, 347.66.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

June 30, 1894, total:	
Cost of road	$2190800 00
Profit and loss	624022 67
Grand total	2814822 67
June 30, 1895, total:	
Cost of road	2190800 00
Profit and loss	729940 27
Grand total	2920740 27
Year ending June 30, 1895, increase:	
Profit and loss	105917 60
Grand total	105917 60

LIABILITIES.

June 30, 1894, total:	
Capital stock	$1095800 00
Funded debt	1095000 00
Current liabilities	624022 67
Grand total	2814822 67
June 30, 1895, total:	
Capital stock	1095800 00
Funded debt	1095000 00
Current liabilities	729940 27
Grand total	2920740 27
Year ending June 30, 1895, increase:	
Current liabilities	105917 60
Grand total	105917 60

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

1. Express companies.

Pacific Express Company. Contract dated May 1st, 1886, grants privilege to do a general express business; as a corporation we receive a percentage of the express company's gross earnings on this company's line of road.

2. Mails.

Mail Routes and Compensation.—Route No. 155049, from Warwick, Kan., to Prosser, Neb., 72.53 miles; rate per mile, $49.59; annual compensation, $3,596.76.

3. Freight or transportation companies or lines.

American Refrigerator Transit Company of Illinois. Contract dated January 1st, 1894. This company furnishes refrigerator cars and receives a mileage compensation for their use over this company's line and a commission from the revenues derived from shipments hauled in their cars.

4. Telegraph companies.

Western Union Telegraph Company. Contract to furnish battery force, instruments, and all material necessary to keep telegraph lines in working order for use of railway company in transacting its business by telegraph, and with the railway company bears jointly the expense of receiving and transmiting all telegraph business along the line of its road, with the provision that additional facilities shall be furnished when increased business requires the same.

SECURITY FOR FUNDED DEBT.

First mortgage bonds, on road from Warwick, Kan., to Prosser, Neb., 73 miles:

Amount of mortgage per mile of line.....$15000

Equipment mortgaged—All that may be thereafter acquired.

EMPLOYEES AND SALARIES—STATE OF NEBRASKA.

Class.	Number.	Total yearly compensation.	Average daily compensation.
General officers	1	$996 00	$2 77
General office clerks	1	359 16	1 00
Station agents	6	3765 60	1 74
Enginemen	3	2031 00	3 13
Firemen	3	1143 00	1 76
Conductors	6	1698 60	3 45
Other trainmen	8	2022 60	2 31
Carpenters	10	3312 00	2 40
Section foremen	7	3675 60	1 45
Other trackmen	22	3794 40	1 11
Telegraph operators and dispatchers	1	606 48	1 68
All other employees and laborers	11	3693 48	1 65
Distribution of above:			
General administration	2	1626 24	2 26
Maintenance of way and structures,	44	12468 00	1 50
Conducting transportation	33	13003 68	2 02
Total (including "general officers")—Nebraska	79	$27097 92	$1 75
Less "general officers"	1	996 00	2 77
Total (excluding "general officers")—Nebraska	78	$26101 92	$1 72

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Passenger traffic:

Number of passengers carried earning revenue, 5369.
Number of passengers carried one mile, 140071.
Number of passengers carried one mile per mile of road, 1918.78.
Average distance carried, 26.09 miles.
Total passenger revenue, $3878.10.
Average amount received from each passenger, $0.72231.
Average receipts per passenger per mile, $0.02769.
Total passenger earnings, $7948.15.
Passenger earnings per mile of road, $108.88.
Passenger earnings per train mile, $0.65742.

Freight traffic:

Number of tons carried of freight earning revenue, 12011.
Number of tons carried one mile, 571011.
Number of tons carried one mile per mile of road, 7822.07
Average distance haul of one ton, 47.54 miles.
Total freight revenue, $9000.94.
Average amount received for each ton of freight, $0.74939.
Average receipts per ton per mile, $0.01576.
Total freight earnings, $9000.94.
Freight earnings per mile of road, $123.30.
Freight earnings per train mile, $0.24585.

Passenger and freight:

Passenger and freight revenue, $12879.04.
Passenger and freight revenue per mile of road, $176.44.
Passenger and freight earnings, $16949.09.
Passenger and freight earnings per mile of road, $232.18.
Gross earnings from operation, $17178.48.
Gross earnings from operation per mile of road, $235.32.
Gross earnings from operation per train mile, $0.35273.
Operating expenses, $59723.17.
Operating expenses per mile of road, $818.13.
Operating expenses per train mile, $1.22630.

Train mileage:

Miles run by passenger trains, 144.
Miles run by freight trains, 773.
Miles run by mixed trains, 47785.
Total mileage trains earning revenue, 48702.
Miles run by switching trains, 2769.
Miles run by construction and other trains, 4853.
Grand total train mileage, 56324.
Mileage of loaded freight cars—north or east, 33694.
Mileage of loaded freight cars—south or west, 59288.
Mileage of empty freight cars—north or east, 36945.
Mileage of empty freight cars—south or west, 7258.
Average number of freight cars in train, 3.75.
Average number of loaded cars in train, 2.54.
Average number of empty cars in train, 1.21.
Average number of tons of freight in train, 15.60.
Average number of tons of freight in each loaded car, 6.14.

FREIGHT TRAFFIC MOVEMENT.

COMPANY'S MATERIAL EXCLUDED.

Commodity.	Whole Tons.	Per Cent.
Products of agriculture:		
Grain, bulk	1912	15.92
Flour	338	2.81
Sacked grain	2398	19.97
Other articles	1097	9.13
Products of animals:		
Other articles	89	.74
Products of mines:		
Anthracite coal	80	.67
Bituminous coal	3108	25.88
Products of forest:		
Lumber	219	1.82
Other articles	231	1.92

Commodity.	Whole Tons.	Per Cent.
Merchandise and manufactures	1523	12.68
Miscellaneous: Other commodities not mentioned above	1016	8.46
Total tonnage, entire line	12011	100.00

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:	
Line represented by capital stock, main line	73.00
Total mileage operated	73.00
Rails, steel	73.00
Miles of yard track and sidings:	
Line represented by capital stock, main line	3.40
Total mileage operated	3.40
Rails, steel	3.40
Total mileage operated (all tracks):	
Line represented by capital stock, main line	76.40
Total mileage operated	76.40
Rails, steel	76.40

B. MILEAGE OF LINE OPERATED AND OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Kansas:	
Line represented by capital stock, main line	1.74
Total mileage operated	1.74
Rails, steel	1.74
State of Nebraska:	
Line represented by capital stock, main line	71.26
Total mileage operated	71.26
Rails, steel	71.26
Total miieage operated and owned (single track):	
Line represented by capital stock, main line	73.00
Total mileage operated	73.00
Rails, steel	73.00

MILEAGE—STATE OF NEBRASKA.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:	
Line represented by capital stock, main line	71.26
Total mileage operated	71.26
Rails, steel	71.26
Miles of yard track and siding:	
Line represented by capital stock, main line	3.40
Total mileage operated	3.40
Rails, steel	3.40
Total mileage operated (all tracks):	
Line represented by capital stock, main line	74.66
Total mileage operated	74.66
Rails, steel	74.66

B. MILEAGE OF LINE OWNED AND OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Nebraska:	
Line represented by capital stock, main line	71.26
Total mileage owned	71.26
Rails, steel	71.26

RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

NEW TIES LAID DURING YEAR.

Oak:	
Number	8903
Average price at distributing point	$0.66

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

Coal, tons, bituminous:	
Passenger	411
Freight	1071
Switching	50
Construction	77
Total	1609
Average cost at distributing point	$3.63
Wood, cords, hard:	
Passenger	6
Freight	18
Total	24
Average cost at distributing point	$5.14
Total fuel consumed, tons:	
Passenger	415
Freight	1083
Switching	50
Construction	77
Total	1625
Average cost at distributing point	$3.67
Miles run:	
Passenger	13486
Freight	35514
Switching	2686
Construction	2949
Total	54635
Average pounds consumed per mile:	
Passenger	61.54
Freight	60.99
Switching	33.90
Construction	52.22
Total	59.49

CHARACTERISTICS OF ROAD—STATE OF NEBRASKA.

BRIDGES, TRESTLES, TUNNELS, ETC.

Trestles:

Number	53
Aggregate length, feet	5243
Minimum length, feet	14
Maximum length, feet	400

Gauge of track, 4 feet 8½ inches; 71.26 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Western Union Telegraph Co., operated jointly by Pacific Railway Co. in Nebraska and Western Union Telgraph Co.:

Miles of line	71
Miles of wire	71

ANNUAL REPORT

OF THE

UNION PACIFIC RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1895.

HISTORY.

1. Name of common carrier making this report? Receivers of the Union Pacific Railway Company.

2. Date of organization? January 24, 1880.

3. Under laws of what government, state, or territory organized? If more than one name all; give reference to each statute and all amendments thereof.

The Union Pacific Railroad Company, chartered by act of congress approved July 1, 1862 *. Charter amended by acts of congress approved July 12, 1862 *; March 3, 1863 *; July, 2, 1864 *; March 3, 1865 *; July 3, 1866; July 26, 1866; December 20, 1867; March, 6, 1868 *; April 10, 1869; May 6, 1870; July 1, 1870; February 24, 1871; March 3, 1871 *; March 3, 1873 *; June 20, 1874 *; June 22, 1874 *; August 15, 1876; April 30, 1878; May 7, 1878; June 17, 1878 *; March 3, 1879 *.

The Kansas Pacific Railway Company (Union Pacific Railroad Company, Eastern Division). The acts of congress above named marked with a star apply also to this company; also acts approved May 7, 1866, and March 3, 1869.

The Denver Pacific Railway & Telegraph Company was chartered

November 19, 1867, under the general laws of the territory of Colorado; act of congress approved March 3, 1869.

4. If a consolidated company, name the constituent companies. Consolidation of the Union Pacific Railroad Company, the Kansas Pacific Railway Company, and the Denver Pacific Railway & Telegraph Company.

5. Date and authority for each consolidation. Act of congress approved July 1, 1862, section 16. Act of congress approved July 2, 1864, section 16.

ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Oliver Ames, 2d, Boston, Mass., April 23, 1896.
Edwin F. Atkins, Boston, Mass., April 23, 1896.
S. H. H. Clark, Omaha, Neb., April 23, 1896.
Gordon Dexter, Boston, Mass., April 23, 1896.
Grenville M. Dodge, Council Bluffs, Iowa, April 23, 1896.
Geo. G. Gould, New York, N. Y., April 23, 1896.
Marvin Hughitt, Chicago, Ill., April 23, 1896.
Henry B. Hyde, New York, N. Y., April 23, 1896.
Joseph H. Millard, Omaha, Neb., April 23, 1896.
Oliver W. Mink, Boston, Mass., April 23, 1896.
S. Endicott Peabody, Boston, Mass., April 23, 1896.
Sidney Dillon Ripley, New York, N. Y., April 23, 1896.
Russell Sage, New York, N. Y., April 23, 1896.
James Sharp, Salt Lake City, Utah, April 23, 1896.
Alex. E. Orr, New York, N. Y., April 23, 1896.

GOVERNMENT DIRECTORS.

E. Ellery Anderson, New York, N. Y., August 3, 1897.
William J. Coombs, Brooklyn, N. Y., June 7, 1899.
John W. Doane, Chicago, Ill., April 26, 1897.
Fitzhugh Lee, Glasgow, Va., April 26, 1897.
J. Nelson H. Patrick, Omaha, Neb., February 11, 1899.

Total number of stockholders at date of last election? 3474.

Date of last meeting of stockholders for election of directors? April 25, 1895.

Give post-office address of general office? Boston, Mass.

Give post-office address of operating office? Omaha, Neb.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, Alex. Millar; title, assistant comptroller; address, Boston, Mass.

OFFICERS.

TITLE, NAME, AND LOCATION OF OFFICE.

Chairman of the Board—Alex. E. Orr, New York, N. Y.
President—S. H. H. Clark, Omaha, Neb.
First Vice President—Edwin F. Atkins, Boston, Mass.
Second Vice President—Oliver W. Mink, Boston, Mass.
Secretary—Alex. Millar, Boston, Mass.
Treasurer—James G. Harris, Boston, Mass.
General Solicitor—John M. Thurston, Omaha, Neb.
General Counsel—J. F. Dillon, New York, N. Y.
Comptroller—Oliver W. Mink, Boston, Mass.
Assistant Comptroller—Alex. Millar, Boston, Mass.
Auditor—Erastus Young, Omaha, Neb.
Assistant Auditor— S. W. Hills, Omaha, Neb.
General Manager—E. Dickinson, Omaha, Neb.
Chief Engineer—G. H. Pegram, Omaha, Neb.
General Superintendent—P. J. Nichols, Omaha, Neb.
General Superintendent—J. O. Brinkerhoff, Kansas City, Mo.
General Superintendent—W. A. Deuel, Denver, Colo.
General Superintendent—W. H. Bancroft, Ogden, Utah.
Superintendent—R. R. Sutherland, Omaha, Neb.
Superintendent—W. L. Park, North Platte, Neb.
Superintendent—A. T. Palmer, Kansas City, Mo.
Superintendent—D. C. Bevard, Cheyenne Wells, Colo.
Superintendent—L. Mallon, Cheyenne, Wyo.

Superintendent of Telegraph—L. H. Kortz, Omaha, Neb.

Superintendent of Car Service—E. Buckingham, Omaha, Neb.

Freight Traffic Manager—J. A. Monroe, Omaha, Neb.

Assistant General Freight Agent—E. H. Woods, Omaha, Neb.

Assistant General Freight Agent—S. W. Eccles, Salt Lake City, Utah.

General Passenger and Ticket Agent—E. L. Lomax, Omaha, Neb.

General Baggage Agent—A. Traynor, Council Bluffs, Iowa.

Land Commissioner—B. A. McAllaster, Omaha, Neb.

Receivers—S. H. H. Clark, Omaha, Neb.; Oliver W. Mink, Boston, Mass.; E. Ellery Anderson, New York, N. Y.; John W. Doane, Chicago, Ill.; Frederick R. Coudert, New York, N. Y.

PROPERTY OPERATED—STATE OF NEBRASKA.

1. Railroad line represented by capital stock:
   - A. Main line.
   - B. Branches and spurs.

Union Pacific Railway Company:	Miles.
A.—From Iowa-Nebraska state line to Nebraska-Colorado state line and from Nebraska-Colorado state line to Wyoming state line	463.53
B.—From Omaha Bridge Junction to C., St. P., M. & O. R.	3.95
Total	467.48

PROPERTY OPERATED.

1. Railroad line represented by capital stock:
   A. Main line.
   B. Branches and spurs.
2. Line operated under lease for specified sum.

	Miles.
1. Union Pacific Railway Co.:	
A.—Union Division, from Council Bluffs to Ogden,	1033.46
Kansas Division, from Kansas Cito to Denver,	639.52
Cheyenne Division, from Denver to Cheyenne,	104.10
Total main line	1777.08
B.—Leavenworth Branch, from Leavenworth to Lawrence Junction	31.93
From Wyandotte to Armstrong	2.08
From Detroit to Enterprise	1.95
From Council Bluffs, Broadway, to junction with main line	1.72
From Omaha Bridge Junction to C., St. P., M. & O. R	3.95
From Alma Junction to Mine No. 7	3.88
Total branches and spurs	45.51
2. Laramie, North Park & Pacific Railroad & Telegraph Co., from Laramie to Soda Lakes	13.36
Total operated	1835.95

NAME OF ALL PROPERTY, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Union Division land grant. Land owned in Nebraska, Colorady, Utah, and Wyoming.

Kansas Division land grant. Land owned in Kansas and Colorado.

Denver Pacific Railway & Telegraph Co. land grant. Land owned in Colorado.

CAPITAL STOCK.

Common:

Number of shares authorized	610000
Par value of shares	$100 00
Total par value authorized	61000000 00
Total amount issued and outstanding	60868500 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash—Common:

Total number shares issued and outstanding	101062
Total cash realized	$10106200 00

Subscribed for by stockholders and paid for in cash, at par, pursuant to a vote of the stockholders, March 7, 1881.

Issued for consolidation:

Total number shares issued and outstanding	507623
Total cash realized	$50762300 00

Constituent companies at consolidation represented the following amount at par:

Union Pacific R. R. Co.	$36762300 00
Kansas Pacific Ry. Co.	10000000 00
Denver Pacific Ry. & Telegraph Co.	4000000 00
Total	$50762300 00

Total:

Number shares issued and outstanding	608685
Cash realized	$60868500 00

FUNDED DEBT.

MORTGAGE BONDS.

First mortgage, U. D., issued 1866 to 1869, due 1896 to 1899:	
Amount of authorized issue	$27236512 00
Amount issued	27229000 00
Amount outstanding	27229000 00
Interest, 6 per cent; payable January and July; amount accrued during year	1633740 00
Amount interest paid during year	794670 00
Land grant, U. D., issued 1867 to 1869, due 1887 to 1889:	
Amount of authorized issue	10400000 00
Amount issued	10400000 00
Amount outstanding	7000 00
Interest, 7 per cent; payable April and October.	
Sinking fund, U. D., and sinking fund registered, issued 1873, due 1893:	
Amount of authorized issue	16000000 00
Amount issued	16000000 00
Amount outstanding	3739000 00
Interest, 8 per cent; payable March and September; amount accrued during year	298400 00
Amount interest paid during year	297120 00
Omaha bridge, U. D., issued 1871, due 1896:	
Amount of authorized issue	2500000 00
Amount issued	2500000 00
Amount outstanding	194000 00
Interest, 8 per cent; payable April and October; amount accrued during year	34403 47
Amount interest paid during year	55560 00

Omaha bridge renewal, issued 1885, due 1915:	
Amount of authorized issue	$1250000 00
Amount issued	1056000 00
Amount outstanding	1056000 00
Interest, 5 per cent; payable April and October; amount accrued during year	52800 00
Amount interest paid during year	51750 00
Eastern Division, K. D., issued 1865, due 1895:	
Amount of authorized issue	2240000 00
Amount issued	2240000 00
Amount outstanding	2204000 00
Interest, 6 per cent; payable February and August; amount accrued during year	134400 00
Amount interest paid during year	120 00
Middle Division, K. D., issued 1866, due 1896:	
Amount of authorized issue	4063000 00
Amount issued	4063000 00
Amount outstanding	4063000 00
Interest, 6 per cent; payable June and December; amount accrued during year	243780 00
Amount interest paid during year	420 00
Denver Extension, K. D., issued 1869, due 1899:	
Amount of authorized issue	6500000 00
Amount issued	6500000 00
Amount outstanding	5887000 00
Interest, 6 per cent; payable May and November; amount accrued during year	353220 00
Amount interest paid during year	1590 00
Consolidated mortgage, K. D., issued 1879, due 1919:	
Amount of authorized issue	30000000 00
Amount issued	16463000 00
Amount outstanding	11724000 00
Interest, rate 6 per cent; payable May and November; amount accrued during year	703440 00
Amount interest paid during year	3900 00

Cheyenne Branch, issued 1869, due 1899:	
Amount of authorized issue	$2500000 00
Amount issued	2500000 00
Amount outstanding	4000 00
Interest, 7 per cent; payable May and November.	
Leavenworth Branch, K. D., issued 1866, due 1896:	
Amount of authorized issue	600000 00
Amount issued	600000 00
Amount outstanding	15000 00
Interest, 7 per cent; payable May and November; amount accrued during year	1050 00
Denver Extension, coupon certificate, K. D., issued 1874, due 1886:	
Amount of authorized issue	1004692 50
Amount issued	1003975 00
Amount outstanding	385 00
Interest, 6 per cent; payable May and November.	
Total mortgage bonds:	
Amount of authorized issue	104294204 50
Amount issued	90554975 00
Amount outstanding	56158385 00
Amount interest accrued during year	3455233 47
Amount interest paid during year	1205130 00

MISCELLANEOUS OBLIGATIONS.

Collateral trust, U. D., issued 1879, due 1904:	
Amount of authorized issue	5270000 00
Amount issued	5270000 00
Amount outstanding	3626000 00
Interest, 6 per cent; payable January and July; amount accrued during year	218520 00
Amount interest paid during year	205920 00

Trust 5 per cent and trust registered, issued 1883, due 1907:	
Amount of authorized issue	$6000000 00
Amount issued	6000000 00
Amount outstanding	4677000 00
Interest, 5 per cent; payable June and December; amount accrued during year	233850 01
Amount interest paid during year	197175 00
Collateral trust 4½ per cent, issued 1889, due 1918:	
Amount of authorized issue	2079000 00
Amount issued	2079000 00
Amount outstanding	2030000 00
Interest, 4½ per cent; payable May and November; amount accrued during year	91350 00
Amount interest paid during year	157 50
Kansas Division, collateral mortgage, issued 1891, due 1921:	
Amount of authorized issue	5000000 00
Amount issued	5000000 00
Amount outstanding	5000000 00
Interest, 5 per cent; payable May and November.	
Collateral trust notes, issued 1891, due 1894:	
Amount of authorized issue	24000000 00
Amount issued	18710000 00
Amount outstanding	9247000 00
Interest, 6 per cent; payable February and August; amount accrued during year	647550 00
Amount interest paid during year	668010 00
United States 6s, issued 1865 to 1869, due 1895 to 1899:	
Amount of authorized issue	33539512 00
Amount issued	33539512 00
Amount outstanding	*53005058 30
Interest, 6 per cent.	

* United States debt and interest.

Total miscellaneous obligations:	
Amount of authorized issue	$75888512 00
Amount issued	70598512 00
Amount outstanding	77585058 30
Amount interest accrued during year	1191270 01
Amount interest paid during year	1071262 50

INCOME BONDS.

Income, K. D., issued 1866, due 1916:	
Amount of authorized issue	263700 00
Amount issued	263700 00
Amount outstanding	11400 00
Interest, 7 per cent; payable March and September.	
Income subordinated, K. D., issued 1866, due 1916:	
Amount of authorized issue	4011650 00
Amount issued	4011650 00
Amount outstanding	23100 00
Interest, 7 per cent; payable March and September.	
Total income bonds:	
Amount of authorized issue	4275350 00
Amount issued	4275350 00
Amount outstanding	34500 00
Grand total:	
Amount of authorized issue	184458066 50
Amount issued	165428837 00
Amount outstanding	113777943 30
Amount interest accrued during year	4646503 48
Amount interest paid during year	2276392 50

EQUIPMENT TRUST OBLIGATIONS.

A. GENERAL STATEMENT.

Series A, issued October 1, 1887, 1 to 10 years, 10 payments.
Series B, issued April 1, 1888, 1 to 10 years, 10 payments.
Series C, issued April 1, 1890, 1 to 10 years, 10 payments.

B. STATEMENT OF AMOUNT.

Series A:	
Cash paid on delivery of equipment	$79929 20
Deferred payments, principal:	
Original amount	716000 00
Amount outstanding	287000 00
Deferred payments, interest:	
Amount accrued during year	11650 00
Amount paid during year	7175 00
Rate, 5 per cent.	
Series B:	
Cash paid on delivery of equipment	234494 10
Deferred payments, principal:	
Original amount	2104000 00
Amount outstanding	1052000 00
Deferred payments, interest:	
Amount accrued during year	39462 52
Amount paid during year	25725 00
Rate, 5 per cent.	
Series C:	
Cash paid on delivery of equipment	42950 00
Deferred payments, principal:	
Original amount	671000 00
Amount outstanding	671000 00
Deferred payments, interest:	
Amount accrued during year	21525 01
Rate, 5 per cent.	

Total:	
Cash paid on delivery of equipment	$357373 30
Deferred payments, principal:	
Original amount	3491000 00
Amount outstanding	2010000 00
Deferred payments, interest:	
Amount accrued during year	72637 53
Amount paid during year	32900 00

Series A:	
Cars in passenger service	52
Other cars	350
Total cars	402
Locomotives	40
Series B:	
Cars in passenger service	36
Other cars	2730
Total cars	2766
Locomotives	75
Series C:	
Cars in passenger service	6
Other cars	525
Total cars	531
Locomotives	45

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds:	
Amount issued	$90554975 00
Amount outstanding	56158385 00
Amount interest accrued during year	3455233 47
Amount interest paid during year	1205130 00
Miscellaneous obligations:	
Amount issued	70598512 00
Amount outstanding	77585058 30
Amount interest accrued during year	1191270 01
Amount interest paid during year	1071262 50
Income bonds:	
Amount issued	4275350 00
Amount outstanding	34500 00
Equipment trust obligations:	
Amount issued	3491000 00
Amount outstanding	2010000 00
Amount interest accrued during year	72637 53
Amount interest paid during year	32900 00
Total:	
Amount issued	168919837 00
Amount outstanding	135787943 30
Amount interest accrued during year	4719141 01
Amount interest paid during year	2309292 50

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Bills receivable	$1337789 33
Due from solvent companies and individuals	6787144 39
Net traffic balances due from other companies	60598 16
Other cash assets (excluding "Materials and Supplies)"	585826 49
Receivers U. P. Ry. Co., current income account	1753708 49
Receivers Kansas Pacific, current income account	561017 46
Receivers Omaha Bridge, current income account	16166 21
Total, cash and current assets	$11102250 58

Current Liabilities Accrued to and Including June 30, 1895.

Audited vouchers and accounts	$416277 72
Wages and salaries	2941 51
Dividends not called for	18709 27
Matured interest coupons unpaid (including coupons due July 1)	4471598 93
Miscellaneous	371000 00
Total, current liabilities	$5280527 43
Balance, cash assets	5821723 15
Total	$11102250 58

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account capital stock:

Total amount outstanding	$60868500 00
Miles of road	1829.63
Amount per mile of line	$33268 20

Account bonds:	
Total amount outstanding	$133777943 30
Miles of road	1829.63
Amount per mile of line	$73117 48
Account equipment trust obligations:	
Total amount outstanding	$2010000 00
Miles of road	1829.63
Amount per mile of line	$1098 58
Account current liabilities:	
Total amount outstanding	$5280527 43
Miles of road	1829.63
Amount per mile of line	$2886 12
Total:	
Amount outstanding	$201936970 73
*Apportionment to railroads	130631007 00
Apportionment to other properties	71305963 73
Miles of road	1829.63
Amount per mile of line	$110370 38

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Union Pacific Railway Company:	
Capital stock	$60868500 00
Funded debt	135787943 30
Current liabilities	5280527 43
Total	201936970 73
Miles of road	1835.95
Amount per mile of line	$109990 45

*Apportioned on the basis of the proportion which the cost of road and equipment, on one hand, and all other assets, on the other hand, bear to the total of all assets.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION.

Expenditures during year, included in operating expenses:	
Other real estate	$2000 00
Fences	13954 22
Grading and bridge and culvert masonry	19895 52
Bridges and trestles	2680 55
Rails	83163 48
Buildings, furniture, and fixtures	23638 47
Shop machinery and tools	7327 98
Telegraph line	261 76
Sidings and yard extensions	33837 33
Other items	1920 01
Total construction	$188679 32
Expenditures during year, not included in operating expenses, charged to construction or equipment:	
Other items	$1600 51
Total construction	$1600 51
Total cost to June 30, 1894	142316230 56
Total cost to June 30, 1895	142317831 07
Cost per mile	77785 03

EQUIPMENT.

Expenditures during year, included in operating expenses:	
Locomotives	$9794 49
Passenger cars	26040 03
Baggage, express, and postal cars	11370 54
Combination cars	87 00
Freight cars	2469 60
Other cars of all classes	1726 20
Total equipment	$51442 84

Expenditures during year, not included in operating expenses, charged to construction or equipment:	
Passenger cars	$6000 00
Freight cars	61358 16
Other cars of all classes	5334 38
Total equipment	*$72692 54
Total cost to June 30, 1894:	
Locomotives	$4845848 88
Passenger cars	848901 05
Sleeping, parlor, and dining cars	93750 00
Baggage, express, and postal cars	1104859 53
Combination cars	104650 00
Freight cars	5530241 14
Other cars of all classes	688284 84
Total equipment	$13216535 44
Total cost to June 30, 1895:	
Locomotives	$4845848 88
Passenger cars	842901 05
Sleeping, parlor, and dining cars	93750 00
Baggage, express, and postal cars	1104859 53
Combination cars	104650 00
Freight cars	5468882 98
Other cars of all classes	682950 46
Total equipment	$13143842 90
Cost per mile:	
Locomotives	$2648 54
Passenger cars	460 69
Sleeping, parlor, and dining cars	51 24
Baggage, express, and postal cars	603 87
Combination cars	57 20
Freight cars	2989 07
Other cars of all classes	373 27
Total equipment	$7183 88

* This amount represents the estimated value of certain unserviceable cars dropped from the equipment charged to profit and loss and credited to the equipment accounts.

Grand total cost construction, equipment, etc.:	
Expenditures during year, included in operating expenses	$240122 16
Expenditures during year, not included in operating expenses, charged to construction or equipment	71092 03
Total cost to June 30, 1894	155532766 00
Total cost to June 30, 1895	155461673 97
Cost per mile	84968 91
Total cost construction, equipment, etc., state of Nebraska:	
Expenditures during year, included in operating expenses	89450 31
Expenditures during year, not included in operating expenses, charged to construction or equipment	*18164 37
Total cost to June 30, 1894	*39739399 37
Total cost to June 30, 1895	*39721235 00
Cost per mile	84968 91

INCOME ACCOUNT.

Gross earnings from operation	$14598537 20
Less operating expenses	9416092 25
Income from operation	$5182444 95
Dividends on stocks owned	$18000 00
Interest on bonds owned	68106 23
Miscellaneous income—less expenses	122268 10
Income from other sources	$208374 33
Total income	$5390819 28

* A road mileage basis has been used in arriving at these amounts.

Deductions from income:	
Interest on funded debt accrued	$4719141 01
Taxes	523814 59
* Other deductions	3055368 78
Total deductions from income	$8298324 38
Deficit from operations of year ending June 30, 1895,	$2907505 10
Surplus on June 30, 1894, (from "General Balance Sheet," 1894 report)	10062936 90
Surplus on June 30, 1895	$7155431 80

* Detail of item "Other deductions":

Company's sinking fund requirements	(a) $692770 00
United States requirements	1404061 46
Amount due the following companies under traffic contracts:	
Kansas City & Omaha R. R. Co	$85504 97
Union Pacific, Lincoln & Colorado Ry. Co	102636 25
St. Joseph & Grand Island R. R. Co.	226508 11
Oregon Short line & Utah Northern Ry. Co	610047 20
Total	(a) $1024696 53
Discount on bonds sold during the year	(b) 891583 74
Discount and interest	5475 12
Income, donated lands (debit)	5178 73
Value of unserviceable equipment, charged off during year	72692 54
Deficits of the following branch lines assumed and charged off during the year:	
Brighton & Boulder Branch	$5686 79
Junction City & Ft. Kearney Ry. Co.	42055 42
Omaha & Republican Valley Ry. Co.	75116 92
Salina & Southwestern Ry. Co.	11604 03
Total	(c) $134463 16
Sundry profit and loss items	16506 25
Less the following credits:	
Discount on collateral trust notes redeemed during the year	$159013 75
Interest on the following bonds paid by the trustees from income received from securities underlying said trusts during the year:	
Collateral trust 6 per cent note, interest	$280895 00
Collateral trust 6 per cent interest	219900 00
Sinking fund 8 per cent interest	298400 00
Trust 5 per cent interest	233850 00
Total	$1192058 75
Balance, "other deductions"	3055368 78

(a.) These obligations have been taken up on the company's books, but, in

EARNINGS FROM OPERATION.

Passenger:	
Passenger revenue—Total receipts	$2315152 30
Deductions, account of repayments, etc.:	
Tickets redeemed	$4626 61
Excess fares refunded	6880 92
Other repayments	2478 03
Total deductions	$13985 56
Actual earnings:	
Total passenger revenue	$2301166 74
Mail	1173930 33
Express	225615 05
Extra baggage and storage	45262 00
Total passenger earnings	$3745974 12

fact, no payments have been made during the period covered by this report, with the exception of $40,818.75 applied by the trustee under the collateral trust 6 per cent mortgage from income received from securities underlying that mortgage as a sinking fund for the redemption of $46,000 in collateral trust bonds purchased and canceled during the year.

(*b.*) The balance of "Discount on bonds sold during the year" is arrived at as follows:

Discount on bonds:		
Union Pacific, Denver & Gulf, consolidated 5s		$329020 63
Oregon Short Line & Utah Northern, collateral trust 5s		728709 75
Union Pacific, Omaha bridge 8s		353 31
Union Pacific, collateral trust 4½s		53880 70
Total		$1111964 39
Less premium on—		
Kansas Central, first mortgage 6s	$120 30	
Utah & Northern, first mortgage 7s	213615 18	
Union Pacific Coal Co., first mortgage 5s	3650 04	
City of Wichita, Kansas, 6s	2995 13	220380 65
		$891583 74

(*c.*) These deficits are for the period from October 13, 1893, to July 31, 1894, and were paid and assumed by the receivers of the Union Pacific Railway in accordance with orders of the court.

Freight:		
Freight revenue—Total receipts	$10378160 30	
Deductions, account of repayments, etc.:		
Overcharge to shippers	$192635 76	
Other repayments	15190 06	
Total deductions	$207825 82	
Actual earnings:		
Total freight earnings	$10170334 48	
Total passenger and freight earnings	$13916308 60	
Other earnings from operation:		
Car mileage—balance	$60460 91	
Switching charges—balance	134849 35	
Telegraph companies	40295 46	
Rents from tracks, yards, and terminals	308725 89	
Rents not otherwise provided for	104913 52	
Other sources	32983 47	
Total other earnings	$682228 60	
Total gross earnings from operation—entire line	$14598537 20	
Total gross earnings from operation—State of Nebraska	4353667 53	

STOCKS OWNED.

A. RAILWAY STOCKS.

Union Pacific Railway Company:	
Total par value	$177450 00
Valuation, book account cost	125841 00
Atchison, Colorado & Pacific R. R. Co.:	
Total par value	920300 00
Valuation, book account cost	121636 22

Atchison, Jewell County & Western R. R. Co.:	
Total par value	$105000 00
Valuation, book account cost	15750 00
Carbon Cut-off Railway Co.:	
Total par value	220000 00
Valuation, book account cost	176000 00
Central Branch, Union Pacific R. R. Co.:	
Total par value	874200 00
Valuation, book account cost	1879180 00
Colorado Central R. R. Co.:	
Total par value	9100 00
Valuation, book account cost	1 00
Denver, Leadville & Gunnison Ry. Co.:	
Total par value	3000000 00
Valuation, book account cost	3000000 00
Echo & Park City Ry. Co.:	
Total par value	480000 00
Valuation, book account cost	85283 16
Gray's Peak, Snake River & Leadville R. R. Co.:	
Total par value	6000 00
Valuation, book account cost	1 00
Junction City & Ft. Kearney Ry. Co.:	
Total par value	44000 00
Valuation, book account cost	43772 14
Kansas Central R. R. Co.:	
Total par value	1313400 00
Valuation, book account cost	1 00
Kansas City & Omaha R. R. Co.:	
Total par value	1725375 00
Valuation, book account cost	43143 75
Laramie, North Park & Pacific R. R. & Telegraph Co.:	
Total par value	66500 00
Valuation, book account cost	66488 68

Kearney & Black Hills Ry. Co.:	
Total par value	$773141 91
Valuation, book account cost	13450 10
Lawrence & Emporia Railway Co.:	
Total par value	465000 00
Valuation, book account cost	1 00
Leavenworth, Topeka & Southern Ry. Co.:	
Total par value	550900 00
Valuation, book account cost	1 00
Loveland Pass Mining & R. R. Tunnel Co.:	
Total par value	4800 00
Valuation, book account cost	1 00
Manhattan, Alma & Burlingame Ry. Co.:	
Total par value	418650 00
Valuation, book account cost	44790 58
Montana Ry. Co.:	
Total par value	420000 00
Valuation, book account cost	420000 00
Montana Union Railway Co.:	
Total par value	425000 00
Valuation, book account cost	425000 00
Nevada Central Ry. Co.:	
Total par value	959500 00
Valuation, book account cost	1 00
Omaha & Elkhorn Valley Ry. Co.:	
Total par value	40300 00
Valuation, book account cost	40362 88
Omaha & Republican Valley Ry. Co.:	
Total par value	2327523 77
Valuation, book account cost	620827 47
Oregon Short Line & Utah Northern Ry. Co.:	
Total par value	15115703 33
Valuation, book account cost	2104511 63

Salina & Southwestern Ry. Co.:	
Total par value	$231700 00
Valuation, book account cost	36072 16
St. Joseph & Grand Island R. R. Co.:	
Total par value	2301500 00
Valuation, book account cost	377970 99
Union Depot Co., Kansas City:	
Total par value	45000 00
Valuation, book account cost	21240 00
Union Depot & R. R. Co., Denver:	
Total par value	240000 00
Income or dividend received	18000 00
Valuation, book account cost	240000 00
Union Pacific, Denver & Gulf Ry. Co.:	
Total par value	13251882 00
Valuation, book account cost	5821344 95
Union Pacific, Lincoln & Colorado Ry. Co.:	
Total par value	1997800 00
Valuation, book account cost	111392 11
Union Pacific & Western Colorado Ry. Co.:	
Total par value	400500 00
Valuation, book account cost	400487 87
South Park & Leadville Short Line R. R. Co.:	
Total par value	1000000 00
Valuation, book account cost	1 00
St. Joseph Terminal R. R. Co.:	
Total par value	25000 00
Valuation, book account cost	25000 00
* Denver & Boulder Valley R. R. Co.:	
Total par value	17000 00
* Golden, Boulder, Caribou Ry. Co.:	
Total par value	60000 00

* These stocks are held by the trustees under the Kansas Pacific Consolidated Mortgage Trust, and are entered at $17252, and form a part of the item "Other permanent investments."

* Junction City & Ft. Kearney Ry. Co.:	
Total par value	$720000 00
* National Land Co.:	
Total par value	200000 00
* Solomon R. R. Co.:	
Total par value	1000500 00
Total:	
Par value	51932726 01
Income or dividend received	18000 00
Valuation, book account cost	16259553 69

B. OTHER STOCKS.

Bozeman Coal Co.:	
Total par value	96000 00
Valuation, book account cost	48000 00
Certificate of membership, Denver Chamber of Commerce & Board of Trade:	
Total par value	1 00
Valuation, book account cost	1 00
Kansas Carbon Co.:	
Total par value	250000 00
Valuation, book account cost	1 00
Kansas & Eastern R. R. Construction Co.:	
Total par value	230000 00
Valuation, book account cost	1 00
Green River Waterworks Co.:	
Total par value	225000 00
Valuation, book account cost	19466 60
Morrison Stone, Lime & Town Co.:	
Total par value	100000 00
Valuation, book account cost	14000 00

* These stocks are held by the trustees under the Kansas Pacific Consolidated Mortgage Trust, and are entered at $17252, and form a part of the item "Other permanent investments."

Nevada Improvement Co.:	
Total par value	$5000 00
Valuation, book account cost	1 00
Occidental & Oriental Steamship Co.:	
Total par value	150000 00
Valuation, book account cost	173810 01
Rattlesnake Creek Water Co.:	
Total par value	66300 00
Valuation, book account cost	6900 00
Salt Lake Foundry & Mfg. Co.:	
Total par value	67 00
Valuation, book account cost	67 00
Union Coal Co.:	
Total par value	315100 00
Valuation, book account cost	1 00
Union Elevator Co., Omaha:	
Total par value	81000 00
Valuation, book account cost	81000 00
Union Pacific Coal Co.:	
Total par value	4437900 00
Valuation, book account cost	799514 95
Pacific Express Co.:	
Total par value	2400000 00
Valuation, book account cost	1304283 70
Western National Fair Association:	
Total par value	7950 00
Valuation, book account cost	1 00
Wood River Improvement Co.:	
Total par value	251900 00
Valuation, book account cost	2 00
Omaha Union Depot Co.:	
Total par value	7500 00
Valuation, book account cost	7500 00

Union Elevator Co., Council Bluffs:	
Total par value	$46700 00
Valuation, book account cost	46666 67
Total:	
Par value	8670418 00
Valuation, book account cost	2501216 93
Grand total, A and B:	
Par value	60603144 01
Income or dividend received	18000 00
Valuation, book account cost	18760770 62

BONDS OWNED.

A. RAILWAY BONDS.

Atchison Union Depot & R. R. Co.:	
Total par value	$4500 00
Valuation	3825 00
Colorado Central Railroad Co.:	
Total par value	4515000 00
Rate, 7 per cent.	
Income or interest received	9275 00
Valuation	3660197 94
Denver, Leadville & Gunnison Ry. Co.:	
Total par value	2308000 00
Valuation	2079105 21
Echo & Park City Ry. Co.:	
Total par value	480000 00
Rate, 6 per cent.	
Income or interest received	14400 00
Valuation	432000 00
Idaho Central Ry. Co.:	
Total par value	82000 00
Valuation	82000 00

Kansas Central R. R. Co.:	
Total par value	$1345000 00
Valuation	1264100 91
Kansas City & Omaha R. R. Co.:	
Total par value	1595500 00
Valuation	1533694 81
Kearney & Black Hills Ry. Co.:	
Total par value	339325 00
Valuation	271460 00
South Park & Leadville Short Line Ry. Co.:	
Total par value	15000 00
Valuation	1 00
Loveland Pass Mining & R. R. Tunnel Co.:	
Total par value	400000 00
Valuation	1 00
Manhattan, Alma & Burlingame Ry. Co.:	
Total par value	339000 00
Valuation	305100 00
Nevada Central Ry. Co.:	
Total par value	250000 00
Valuation	1 00
Kansas City & Northwestern R. R.:	
Rate, 5 per cent.	
Income or interest received	4872 70
Northern Pacific Terminal Co.:	
Total par value	50000 00
Valuation	50000 00
Leavenworth Depot & R. R. Co.:	
Rate, 5 per cent.	
Income or interest received	3150 00
Ogden Union Ry. & Depot Co.:	
Total par value	163000 00
Valuation	130400 00

Union Pacific, collateral trust 6 per cent notes:	
Rate, 6 per cent.	
Income or interest received	$10800 00
Omaha & Republican Valley R. R. Co.:	
Total par value	1554000 00
Valuation	1403975 60
Omaha & Republican Valley Ry. Co., consolidated mortgage:	
Total par value	2335000 00
Valuation	1941489 49
Omaha & Republican Valley Ry. Co., extension mortgage:	
Total par value	1246000 00
Valuation	920195 75
Union Depot Co. of Spokane Falls:	
Total par value	334000 00
Valuation	303857 02
Union Pacific, collateral trust 4½ per cent:	
Total par value	137000 00
Valuation	127349 30
Union Pacific, Eastern Division, income:	
Total par value	1250 00
Valuation	2090 85
Union Pacific, Omaha bridge renewal:	
Total par value	145000 00
Valuation	145000 00
Union Pacific, equipment trust, series C:	
Total par value	671000 00
Valuation	671000 00
Union Pacific, Kansas Division and collateral mortgage:	
Total par value	5000000 00
Valuation	5000000 00

Union Pacific, Omaha bridge 8s:	
Total par value	$1000 00
Rate, 8 per cent.	
Income or interest received	160 00
Valuation	1217 76
Utah & Northern Ry. Co., first mortgage:	
Total par value	3957000 00
Rate, 7 per cent.	
Income or interest received	7685 00
Valuation	2426986 92
Union Pacific, Denver & Gulf Ry. Co.:	
Total par value	5981000 00
Valuation	3833282 77
Utah Southern R. R. Co., first mortgage:	
Total par value	418000 00
Valuation	418000 00
Utah Southern R. R. Co., extensions:	
Total par value	982000 00
Valuation	757394 20
Total:	
Par value	34648575 00
Income or interest received	66142 70
Valuation	27763726 53

These bonds are deposited with the trustees under the Kansas Pacific consolidated mortgage:

	Par Value.
Denver & Boulder Valley R. R. Co. (property only),	$550000 00
Golden Boulder & Caribou Ry. Co., 8 per cent	60000 00
Junction City & Fort Kearney Ry. Co., 7 per cent,	970000 00
Lawrence & Emporia Ry. Co., 6 per cent	465000 00
Salina & Southwestern Ry. Co., 6 per cent	540000 00
Solomon R. R. Co., 6 per cent	575000 00
Union Pacific, collateral trust, 6 per cent notes	183000 00
Total	(a) $3343000 00

(a.) These bonds, entered at $332975.00, form a part of item "Other permanent investments."

The following bonds are held by the American Loan & Trust Co., Boston, in trust, for the benefit of the lien and mortgage creditors of the Kansas Pacific Ry. Co.:

Kansas Pacific Ry. Co., consolidated mortgage, 6 per cent	$116000 00
Colorado Central R. R. Co., 7 per cent	197000 00
Junction City & Fort Kearney Ry. Co., 5 per cent,	171000 00
Omaha & Republican Valley Ry. Co., consolidated mortgage, 5 per cent	636000 00
Union Pacific Denver & Gulf Ry. Co., consolidated mortgage, 5 per cent	149000 00
Union Pacific, Lincoln & Colorado Ry. Co., 5 per cent	74000 00
Total (b)	$1343000 00

The following bonds owned by the company are held by John A. Stewart, trustee of the Kansas Pacific Denver extension sinking fund:

Kansas Pacific Ry. Co., Denver Extension, 6 per cent,	$1781000 00
Union Pacific Ry. Co., Eastern Division, 6 per cent,	304000 00
Union Pacific Ry. Co., Middle Division, 6 per cent,	385000 00
Total (c)	$2470000 00
Grand total bonds owned	41824575 00

B. OTHER BONDS.

City of Junction City, Davis Co., Kan.:	
Total par value	$5000 00
Valuation	4000 00
Green River Waterworks Co.:	
Total par value	220000 00
Valuation	187000 00

(b.) These bonds, costing $1249442.55, form part of the item "Sinking fund."

(c.) These bonds, entered at par, form part of the item "Sinking fund."

Rattlesnake Creek Water Co.:	
Total par value	$132000 00
Valuation	125000 00
Union Pacific Coal Co.:	
Total par value	4378000 00
Valuation	3155296 84
Cheyenne Co., Colo., judgment, 7 per cent:	
Income or interest received	1834 00
City of Wichita, Kan., 6 per cent:	
Income or interest received	129 53
Total:	
Par value	4735000 00
Income or interest received	1963 53
Valuation	3471696 84
Grand total, A and B:	
Par value	46559575 00
Income or interest received	68106 23
Valuation	31235423 37

RENTALS RECEIVED.

TRACKS.

Between Council Bluffs, Iowa, and South Omaha, Neb.:	
Chicago, Milwaukee & St. Paul Ry. Co.	$45000 00
Chicago, Rock Island & Pacific Ry. Co.	45000 00
Between Council Bluffs, Iowa, and Omaha, Neb.:	
Kansas City, St. Joseph & Council Bluffs R. R. Co.	6000 00
Between Gilmore, Neb., and Summit, Neb.:	
Missouri Pacific Ry. Co.	6977 34
Between Julesburg, Colo., and Cheyenne, Wyo.:	
Receiver, Union Pacific, Denver & Gulf Ry. Co.,	537 07

Between Omaha, Neb., and South Omaha, Neb:	
Union Stock Yards & R. R. Co.	$19 72
Between Ogden, Utah, and point five miles west thereof:	
Southern Pacific Co	20000 00
Between Kansas City, Mo., and Topeka, Kan.:	
Chicago, Rock Island & Pacific Ry. Co	35916 00
Between Limon, Colo., and Denver, Colo.:	
Chicago, Rock Island & Pacific Ry. Co	51453 27
Between Lawrence, Kan., and L. & L. Jct., Kan.:	
Kansas City, Wyandotte & Northwestern R. R. Co., cancellation for bill for April, 1894	Dr. 77 08
Between Tonganoxie, Kan., and L. & L. Jct., Kan:	
Kansas City, Wyandotte & Northwestern R. R. Co., cancellation of bill for April, 1894	Dr. 415 42
Between La Salle, Colo., and Denver, Colo.:	
Receiver, Union Pacific, Denver & Gulf Ry. Co.,	17985 89
Between La Salle, Colo., and Greeley, Colo.:	
Receiver, Union Pacific, Denver & Gulf Ry. Co.,	353 17
Between Greeley, Colo., and Cheyenne, Wyo.:	
Receiver, Union Pacific, Denver & Gulf Ry. Co.,	97 65
Between Denver, Colo., and Cheyenne, Wyo.:	
Receiver, Union Pacific, Denver & Gulf Ry. Co.,	386 85
Total	$229234 46

YARDS.

Burlington & Mo. Riv. R. R. Co., using yards at East Omaha, Neb.	$3079 57
Receiver of Union Pacific, Denver & Gulf Ry. Co.:	
Using yards at Julesburg, Colo.	1200 00
Using yards at Cheyenne, Wyo.	1778 15
Using yards at La Salle, Colo.	900 00
Total	$6957 72

TERMINALS.

Council Bluffs, Iowa, passenger station:	
Chicago & Northwestern Ry. Co	$4400 03
Chicago, Burlington & Quincy R. R. Co	4400 03
Chicago, Rock Island & Pacific Ry. Co	4400 03
Chicago, Milwaukee & St. Paul Ry. Co	4400 03
Kansas City, St. Joseph & Council Bluffs R. R. Co.	4400 03
Receiver, Omaha & St. Louis Ry. Co	4400 03
Council Bluffs, Iowa, freight station:	
Chicago & Northwestern Ry. Co	9750 00
Receiver, Omaha & St. Louis Ry. Co	3000 00
Council Bluffs, Iowa, tracks in freight yard:	
Chicago & Northwestern Ry. Co	219 00
Chicago, Burlington & Quincy R. R. Co	156 00
Chicago, Rock Island & Pacific Ry. Co	56 00
Kansas City, St. Joseph & Council Bluffs R. R. Co	130 00
Ogden, Utah, third rail privilege:	
Southern Pacific Co	218 70
Jersey, Colo.:	
Chicago, Rock Island & Pacific Ry. Co	417 00
Denver, Colo., freight station, switching yard, etc.:	
Receiver, Union Pacific, Denver & Gulf Ry. Co., December 18, 1893, to June 30, 1895	23743 88
Denver, Colo., freight station and coach cleaning yard:	
Receiver, Denver, Leadville & Gunnison Ry. Co., account Kansas Division, $143.49; Cheyenne Division, $253.28	396 77
Denver, Colo., tracks for turning trains:	
Receivers, Atchison, Topeka & Santa Fe R. R. Co., account Kansas Division, $87.87; Cheyenne Division, $156.46	244 33
Leavenworth, Kan., freight station and tracks:	
Leavenworth & St. Joseph R. R. Co	7800 00

Leavenworth, Kan., tracks in yard, October, 1894:	
Receiver, Kansas City, Wyandotte & N. W. R. R. Co.	$1 85
Total	$72533 71
Grand total rents received	308725 89

MISCELLANEOUS INCOME.

Pullman Association Cars	$122268 10

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway	$827188 27
Renewals of rails	330737 40
Renewals of ties	270007 67
Repairs and renewals of bridges and culverts	86162 55
Repairs and renewals of fences, road crossings, signs, and cattle guards	30726 28
Repairs and renewals of buildings and fixtures,	170221 41
Repairs and renewals of telegraph	11711 64
Stationery and printing	416 26
Total	$1727171 48
Maintenance of equipment:	
Superintendence	$70949 87
Repairs and renewals of locomotives	795328 18
Repairs and renewals of passenger cars	406813 69
Repairs and renewals of freight cars	563475 21
Repairs and renewals of work cars	17422 19
Repairs and renewals of shop machinery and tools	101981 83
Stationery and printing	4022 34
Other expenses	99257 35
Total	$2059250 66

Conducting transportation:	
Superintendence	$145361 18
Engine and roundhouse men	1083806 14
Fuel for locomotives	1083029 61
Water supply for locomotives	63866 32
Oil, tallow, and waste for locomotives	48292 13
Other supplies for locomotives	13615 79
Train service	561438 18
Train supplies and expenses	232531 70
Switchmen, flagmen, and watchmen	276246 47
Telegraph expenses	225870 54
Station service	415829 32
Station supplies	35429 00
Switching charges—balance	1134 67
Car mileage—balance	319496 11
Loss and damage	61194 24
Injuries to persons	49196 96
Clearing wrecks	5302 93
Advertising	64951 50
Outside agencies	201980 67
Commissions	64810 38
Rents for tracks, yards, and terminals	78349 57
Rents of buildings and other property	14531 39
Stationery and printing	35441 09
Total	$5082705 89
General expenses:	
Salaries of general officers	$117069 95
Salaries of clerks and attendants	166894 99
Insurance	72546 87
General office expenses and supplies	26730 67
Law expenses	114013 74
Stationery and printing (general offices)	12828 16
Other expenses	36879 84
Total	$546964 22

Recapitulation of expenses:

Maintenance of way and structures	$1727171 48
Maintenance of equipment	2059350 66
Conducting transportation	5082705 89
General expenses	546964 22
Grand total	$9416092 25

Percentage of expenses to earnings, entire line, 64.50.

Operating expenses, state of Nebraska:

Maintenance of way and structures	$510926 26
Maintenance of equipment	627584 82
Conducting transportation	1483755 38
General expenses	182839 46
Total	$2805105 92

Percentage of expenses to earnings, Nebraska, 64.43.

RENTALS PAID.

RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

Laramie, North Park & Pacific Railroad & Telegraph Co., using track from Laramie to Soda Lake, Wyo	$1500 00
Kansas City, Wyandotte & Northwestern Railroad Co., using tracks at Lawrence, Kansas	Cr. 24 38
Total	$1475 62
Burlington & Missouri River Railroad Co., using yards at Omaha, Neb	$396 03
State of Wyoming, using yards at Rawlins, Wyo	90 00
Total	$486 03

TERMINALS.

Council Bluffs, Iowa, track in yard, from May 1, 1892, to December 31, 1894, Chicago, Burlington & Quincy R. R. Co.	$162 92
Omaha, Neb., proportion of operating expenses, Union Depot Co.	12977 14
Ogden, Utah, to the Ogden Union Ry. & Depot Co., proportion of operating expenses, Cr. $2,968.99; proportion of rent, telegraph office, $55.80	Cr. 2913 19
Kansas City, Mo., to the Union Depot Co., Kansas City, proportion of operating expenses	14671 17
Denver, Colo., to the Union Depot & R. R. Co., Denver, proportion of operating expenses, for Kansas Division, $24,249.62; for Cheyenne Division, $24,249.67	48499 29
Leavenworth, Kan., to Leavenworth Depot & R. R. Co., proportion of operating expenses	2990 59
Total	$76387 92
Total rents paid	$78349 57

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

June 30, 1894, total:	
Cost of road and equipment	$155532766 00
Stocks owned	18753270 62
Bonds owned	33343953 44
Other permanent investments	5738697 90
Receivers Union Pacific Ry., property account	1787580 73
*Receivers Union Pacific system	1301754 96
Land contracts and land cash in the hands of the trustees	7022611 29

* "Material and supplies" are included in "Receivers Union Pacific system."

Securities of auxiliary companies held as collateral (see Liabilities)	$5251345 98
Cash and current assets	11080539 67
Receivers, United States, earnings	837570 67
Other assets, sinking fund	3796153 18
Grand total	244446244 44
June 30, 1895, total:	
Cost of road and equipment	155461673 97
Stocks owned	18760770 62
Bonds owned	31235423 37
Other permanent investments	5737863 41
Receivers Union Pacific Ry., property account	1799773 32
*Receivers Union Pacific system	1964556 16
Land contracts and land cash in the hands of the trustees	6582871 21
Securities of auxiliary companies held as collateral (see Liabilities)	2873645 98
Cash and current assets	11102250 58
Receivers, United States, earnings	622309 91
Other assets, sinking fund	4178638 43
Grand total	240319776 96
Year ending June 30, 1895, increase:	
Stocks owned	7500 00
Receivers Union Pacific Ry., property account	12192 59
*Receivers Union Pacific system	662801 20
Cash and current assets	21710 91
Other assets, sinking fund	382485 25
Year ending June 30, 1895, decrease:	
Cost of road and equipment	71092 03
Bonds owned	2108530 07
Other permanent investments	834 49

*"Material and supplies" are included in "Receivers Union Pacific system."

Land contracts and land cash in the hands of the trustees	$439740 08
Securities of auxiliary companies held as collateral (see Liabilities)	2377700 00
Receivers, United States, earnings	215260 76
Grand total	4126467 48

COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.

June 30, 1894, profit and loss:	
General income	$10062936 90
Income used for sinking funds	9179317 96
Land and trust income	24532332 45
Less deficit of United States requirements compared with interest on United States bonds	6142194 11
June 30, 1894, total:	
Capital stock	60868500 00
Funded debt	136983401 52
Curent liabilities	2987754 65
Accrued interest on funded debt not yet payable	707849 09
Securities of auxiliary companies held as collateral	5266345 98
Less deficit of United States requirements compared with interest on United States bonds	37632393 20
Grand total	244446244 44
June 30, 1895, profit and loss:	
General income	7155431 80
Income used for sinking funds	9893294 37
Land and trust income	24229227 78
Less deficit of United States requirements compared with interest on United States bonds	6459700 33

June 30, 1895, total:	
Capital stock	$60868500 00
Funded debt	135787943 30
Current liabilities	5280527 43
Accrued interest on funded debt not yet payable	675906 63
Securities of auxiliary companies held as collateral	2888645 93
Less deficit of United States requirements compared with interest on United States bonds	34818252 62
Grand total	240319776 96
Year ending June 30, 1895, increase:	
Current liabilities	2292772 78
Year ending June 30, 1895, decrease:	
Funded debt	1195458 22
Accrued interest on funded debt not yet payable	31942 46
Securities of auxiliary companies held as collateral	2377700 00
Less deficit of United States requirements compared with interest on United States bonds	2814139 58
Grand total	4126467 48

IMPORTANT CHANGES DURING THE YEAR—STATE OF NEBRASKA.

All new bonds issued.

The funded debt has been reduced as follows:

Sinking fund 8 per cent bonds	$21000 00
Omaha bridge 8 per cent bonds	192000 00
Collateral trust 6 per cent notes	1794000 00
Collateral trust 6 per cent	46000 00
Total	$2053000 00

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

1. Express companies.

Pacific Express Company, dated January 19, 1886.

2. Mails.

Rates fixed by postmaster general.

3. Sleeping, parlor, or dining car companies.

Pullman sleeping and parlor cars are run on the lines of this company, which owns a three-fourths interes tin the equipment, under contract with Pullman Palace Car Company, dated February 1, 1889. Pullman Palace Car Company's dining cars are run under contract dated August 1, 1889.

4. Freight or transportation companies or lines.

C. B. Havens & Co., contract dated April 21, 1890.

5. Other railroad companies.

St. Joseph & Grand Island Railroad Company and Kansas City & Omaha Railroad Company, contract dated January 1, 1887.

St. Joseph & Grand Island Railroad Company, contract dated July 1, 1885.

Oregon Short Line & Utah Northern Railway Company, contract dated December 6, 1889.

Chicago & Northwestern Railway Company, contract dated October 18, 1889.

Chicago, Rock Island & Pacific Railway Company and Chicago, Kansas & Nebraska Railway Company, contract dated April 10, 1889.

Union Pacific, Lincoln & Colorado Railway Company, contract dated August 1, 1888.

Kansas City, Wyandotte & Northwestern Railroad Company, contract dated July 13, 1889.

Southern Pacific Company, contract dated April 12, 1890.

Omaha & Republican Valley Railway Company, Salina & Southwestern Railway Company, Chicago, Rock Island & Pacific Railway Company, and Chicago, Kansas & Nebraska Railway Company, contract dated May 1, 1890. This contract is in litigation.

Chicago, Milwaukee & St. Paul Railway Company, contract dated April 30, 1890. This contract is in litigation.

Chicago & Alton Railroad Company, Chicago & Northwestern Railway Company, Atchison, Topeka & Santa Fe Railroad Company, Oceanic Steamship Company, and Union Steamship Company, contract dated August 29, 1893.

Receiver, Union Pacific, Denver & Gulf Railway Company, contract dated May 1, 1894.

Receiver, Union Pacific, Denver & Gulf Railway Company, contract dated May 18, 1894.

Receiver, Union Pacific, Denver & Gulf Railway Company, contract dated November 10, 1894.

Receiver, Union Pacific, Denver & Gulf Railway Company, contract dated June 12, 1895.

Receiver, Oregon Railway & Navigation Company, contract effective July 4, 1894.

Receiver, Oregon Railway & Navigation Company, contract effective July 4, 1894.

Receiver, Oregon Railway & Navigation Company, contract effective January 10, 1895.

6. Telegraph companies.

Western Union Telegraph Company, contract dated July 1, 1881.

SECURITY FOR FUNDED DEBT.

	Miles.
First mortgage U. P. R. R. Co.:	
Bridge junction, Omaha, to Western terminus, Utah..	1034.49
Amount of mortgage per mile of line, $16000.	
Income mortgaged—All from operation.	
Bridge junction, Omaha, to old initial point, Omaha...	3.95
Amount of mortgage per mile of line, $32000.	
Equipment mortgage—(*a*).	
Cheyenne, Wyo., to Ft. Russell, Wyo.....	2.04
Amount of mortgage per mile of line, $48000.	
Almy Junction, Wyo., to coal mines.....	3.88

Land grant, U. P. R. R. Co. (1):
Income mortgaged—Receipts from lands.

Sinking fund, U. P. R. R. Co.:
Third mortgage on above mileage..... 1044.36
Amount of mortgage per mile of line, $3580.18.
Equipment mortgage—(a).
Income mortgaged—Receipts from lands.

Omaha bridge, U. P. R. R. Co.:
Eastern terminus, Council Bluffs, to bridge junction, Omaha..... 3.97
Broadway depot, Council Bluffs, to junction main line..... 1.72
Amount of mortgage per mile of line, $91564.15.
Income mortgaged—Bridge income.

Collateral trust:
Income mortgaged—Income from underlying bonds.
Securities mortgaged—(b).

Eastern Division, first mortgage, K. P. Ry. Co.:
Kansas City, Mo., to 140th mile post west..... 140.00
Wyandotte, Kan., to Armstrong, Kan..... 2.08
Amount of mortgage per mile of line, $16000
Equipment mortgaged—(a).
Income mortgaged—All from operation.

Middle Division, first mortgage, K. P. Ry. Co.:
140th mile post west to 393.94th mile post west..... 253.94
Detroit, Kan., to Enterprise, Kan..... 1.95
Amount of mortgage per mile of line, $16000.
Equipment mortgaged—(a).
Income mortgaged—All from operation.

Denver Extension, first mortgage, K. P. Ry. Co.:
393.94th mile post west to Denver, Colo..... 245.07
Amount of mortgage per mile of line, $16754.40.
Equipment mortgaged—(a).
Income mortgaged—All from operation.

Leavenworth Branch, first mortgage, K. P. Ry. Co. (1):
Leavenworth, Kan., to Leavenworth Junction, Kan... 31.93
Amount of mortgage per mile of line, $18791.11.
Equipment mortgaged—(*a*).
Income mortgaged—All from operation.
Consolidated first mortgage, K. P. Ry. Co. (2):
Union depot, Kansas City, to Missouri-Kansas state line..... .51
Also road of above four preceding mortgages, subject to said prior liens..... 674.97
Income mortgaged—Land and operating income.
Securities mortgaged—(*c*).
Cheyenne Branch, Denver Pacific Railroad & Telegraph Co. (1):
Denver, Colo., to Cheyenne, Wyo..... 104.10
Amount of mortgage per mile of line, $9366.
Equipment mortgaged—(*a*).
Income mortgaged—All from lands and operation.
Union Pacific Ry Co., trust 5 per cent:
Income mortgaged—Income from underlying bonds.
Securities mortgaged—(*d*).
Union Pacific Ry. Co., Omaha bridge renewal:
Second mortgage on mileage of Omaha bridge as above 5.69
Amount of mortgage per mile of line, $185588.78.
Income mortgaged—All, subject to prior liens.
Union Pacific Ry. Co., equipment trust:
Equipment mortgaged—(*e*).
Union Pacific Ry. Co., collateral trust 4½ per cent:
Income mortgaged—Income from underlying bonds:
Securities mortgaged—(*f*).
Kansas Pacific, income bonds:
Road of above Eastern and Middle Divisions and Leavenworth Branch, subject to a lien of those mortgages 429.90
Amount of mortgage per mile of line, $10000.
Equipment mortgaged—(*a*).
Income mortgaged—All income.

Union Pacific Ry. Co., collateral trust notes:

Income mortgaged—Income from underlying securities.

Kansas Division and collateral mortgage:

Road covered by consolidated Leavenworth Branch as above, subject to lien of those mortgages..... 674.97

Income mortgaged—All income.

Securities mortgaged—(3).

(1.) But few bonds of these issues are outstanding.

(2.) Bonds for a large amount have been issued in exchange for securities of other lines; a mileage proportion of the bonds outstanding under this mortgage would, therefore, be misleading.

(3.) These bonds are subject to the Kansas Pacific consolidated mortgage, a lien upon the securities held under that mortgage.

(*a.*) The equipment owned by the company is covered by its first sinking fund, Eastern Division, Middle Divi ion, Denver Extension, Leavenworth Branch, consolidated and Denver Pacific mortgages, except in so far as certain trust equipment is specifically covered by the equipment trust obligations.

(*b.*) Colorado Central R. R. Co., first mortgage 7 per cent bonds	$1739000
Utah & Northern Ry. Co., first mortgage 7 per cent bonds	1974000
Omaha & Republican Valley R. R. Co., first mortgage 7 per cent bonds	860000
	$4573000

(*c.*) Bonds and stocks as follows:	Bonds.	Stocks.
Leavenworth Branch	$585000	.....
Union Pacific Ry. Co., 6 per cent notes	183000	.....
Income, Kansas Division	252300	.....
Income Kansas Division (subordinated)	3988550	.....
Cheyenne Branch	971000	.....
Denver & Boulder Valley R. R.	550000	$17000
Golden Boulder & Caribou Ry. Co.	60000	60000
Junction City & Ft. Kearney Ry. Co.	970000	720000
Lawrence & Emporia Ry. Co.	465000	.....
Salina & Southwestern Ry. Co.	540000	.....
Solomon R. R. Co.	575000	1000500
National Land Co.	.....	200000
	$9139850	$1997500

(*d.*) Colorado Central R. R. Co., first mortgage 7 per cent bonds	$1169000
Omaha & Republican Valley R. R. Co., first mortgage 7 per cent bonds	573000
Omaha & Republican Valley R. R. Co., consolidated mortgage 5 per cent bonds	1809000
Utah & Northern Ry. Co., first mortgage 7 per cent bonds	1869000
Utah Southern R. R. Extensions, first mortgage 7 per cent bonds	79000
	$5499000

(*f.*) Denver, Leadville & Gunnison Ry. Co., 4½ per cent bonds $2254000

EMPLOYEES AND SALARIES—STATE OF NEBRASKA.

Class.	Number.	Total yearly compensation.	Average daily compensation.
General officers	15	$14916 78	$13 31
Other officers	14	14503 74	9 25
General office clerks	77	67702 60	2 45
Station agents	33	29566 68	2 62
Other station men	141	89543 52	1 92
Enginemen	109	123130 44	3 82
Firemen	111	73110 84	2 27
Conductors	70	66065 68	3 57
Other trainmen	101	59676 60	2 44
Machinists	166	107993 40	3 18
Carpenters	198	105757 80	2 66
Other shopmen	786	406668 60	2 30
Section foremen	82	60042 60	2 10
Other trackmen	546	176814 84	1 33
Switchmen, flagmen, and watchmen,	149	101799 84	2 22
Telegraph operators and dispatchers	82	64162 08	2 35
All other employees and laborers	334	245705 88	2 22
Distribution of above:			
General administration	114	110946 30	3 07
Maintenance of way and structures	695	286446 43	1 58
Maintenance of equipment	1260	692704 79	2 43
Conducting transportation	945	717054 40	2 49
* Total (including "general officers") —Nebraska	3014	$1807151 92	$2 28
Less "general officers"	15	14916 78	13 31
Total (excluding "general officers") —Nebraska	2999	$1792235 14	$2 27
Total (including "general officers") —entire line	8902	5865978 53	2 34

* The number of general officers and other officers is the total number of such officers located in the state of Nebraska and employed on the whole U. P. system, a portion of whose salaries is charged to this line.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF NEBRASKA.

Passenger traffic:

Number of passengers carried earning revenue, 438426.
Number of passengers carried one mile, 40746104.
Number of passengers carried one mile per mile of road, 87161.17.
Average distance carried, 92.94 miles.
Total passenger revenue, $647180.72.
Average amount received from each passenger, $1.47615.
Average receipts per passenger per mile, $0.01588.
Total passenger earnings, $1160082.68.
Passenger earnings per mile of road, $2481.57.
Passenger earnings per train mile, $0.99616.

Freight traffic:

Number of tons carried of freight earning revenue, 1308091.
Number of tons carried one mile, 362362478.
Number of tons carried one mile per mile of road, 775140.07.
Average distance haul of one ton, 277.02 miles.
Total freight revenue, $3028039.80.
Average amount received for each ton of freight, $2.31485.
Average receipts per ton per mile, $0.00836.
Total freight earnings, $3028039.80.
Freight earnings per mile of road, $6477.37.
Freight earnings per train mile, $2.09543.

Passenger and freight:

Passenger and freight revenue, $3675220.52.
Passenger and freight revenue per mile of road, $7861.77.
Passenger and freight earnings, $4188122.48.
Passenger and freight earnings per mile of road, $8958.93.
Gross earnings from operation, $4353667.53.
Gross earnings from operation per mile of road, $9313.06.
Gross earnings from operation per train mile, $1.66832.
Operating expenses, $2805105.92.

Operating expenses per mile of road, 6000.48.
Operating expenses per train mile, $1.07491.
Income from operation, $1548561.61.
Income from operation per mile of road, $3312.57.

Train mileage:
Miles run by passenger trains, 1164551.
Miles run by freight trains, 1445067.
Total mileage trains earning revenue, 2609618.
Miles run by switching trains, 664344.
Miles run by construction and other trains, 48693.
Grand total train mileage, 3322655.
Mileage of loaded freight cars—north or east, 22255947.
Mileage of loaded freight cars—south or west, 12319582.
Mileage of empty freight cars—north or east, 2593001.
Mileage of empty freight cars—south or west, 13174931.
Average number of freight cars in train, 35.
Average number of loaded cars in train, 24.
Average number of empty cars in train, 11.
Average number of tons of freight in train, 250.76.
Average number of tons of freight in each loaded car, 10.94.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Passenger traffic:
Number of passengers carried earning revenue, 902469.
Number of passengers carried one mile, 117270958.
Number of passengers carried one mile per mile of road, 63874.81.
Average distance carried, 129.94 miles.
Total passenger revenue, $2301166.74.
Average amount received from each passenger, $2.54986.
Average receipts per passenger per mile, $0.01962.
Total passenger earnings, $3745974.12.
Passenger earnings per mile of road, $2040.35.
Passenger earnings per train mile, $1.09580.

Freight traffic:

Number of tons carried of freight earning revenue, 3191153.
Number of tons carried one mile, 1047734425.
Number of tons carried one mile per mile of road, 570676.99.
Average distance haul of one ton, 328.32 miles.
Total freight revenue, $10170334.48.
Average amount received for each ton of freight, $3.18704.
Average receipts per ton per mile, $0.00971.
Total freight earnings, $10170334.48.
Freight earnings per mile of road, $5539.54.
Freight earnings per train mile, $2.05194.

Passenger and freight:

Passenger and freight revenue, $12471501.22.
Passenger and freight revenue per mile of road, $6792.94.
Passenger and freight earnings, $13916308.60.
Passenger and freight earnings per mile of road, $7579.90.
Gross earnings from operation, $14598537.20.
Gross earnings from operation per mile of road, $7951.49.
Gross earnings from operation per train mile, $1.74313.
Operating expenses, $9416092.25.
Operating expenses per mile of road, $5128.73.
Operating expenses per train mile, $1.12432.
Income from operation, $5182444.95.
Income from operation per mile of road, $2822.76.

Train mileage:

Miles run by passenger trains, 3404084.
Miles run by freight trains, 4913284.
Miles run by mixed trains, 57553.
Total mileage trains earning revenue, 8374921.
Miles run by switching trains, 1834239.
Miles run by construction and other trains, 167215.
Grand total train mileage, 10376375.
Mileage of loaded freight cars—north or east, 59951780.
Mileage of loaded freight cars—south or west, 38047924.
Mileage of empty freight cars—north or east, 11612213.
Mileage of empty freight cars—south or west, 33715293.

Average number of freight cars in train, 29.
Average number of loaded cars in train, 20.
Average number of empty cars in train, 9.
Average number of tons of freight in train, 210.78.
Average number of tons of freight in each loaded car, 11.26.

FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA.

Commodity.		Freight Originating on this Road—Whole Tons.	Freight Received from Connecting Roads and Other Carriers—Whole Tons.	Total Freight Tonnage.	
				Whole Tons.	Per Cent.
Products of agriculture.	Grain	20005	64672	84677	6.47
	Flour	3192	7035	10227	.78
	Other mill products	2839	9839	12678	.97
	Hay	31865	2508	34373	2.63
	Tobacco	25	130	155	.01
	Cotton	.....	312	312	.02
	Fruit and vegetables	13595	146406	160001	12.23
Products of animals.	Live stock	67257	114266	181523	13.88
	Dressed meats	25259	74	25333	1.94
	Other packing-house products	10771	863	11634	.89
	Poultry, game, and fish	556	13295	13851	1.06
	Wool	4049	15636	19685	1.51
	Hides and leather	1414	1901	3315	.25
Products of mines.	Anthracite coal	1033	6196	7229	.55
	Bituminous coal	143824	87878	231702	17.71
	Coke	1127	11844	12971	.69
	Ores	33	22117	22150	1.69
	Stone, sand, and other like articles	770	6792	7562	.58
Products of forest—Lumber		11947	27089	39036	2.98
Manufactures.	Petroleum and other oils	2355	26449	28804	.....
	Sugar	2821	17886	20704	.....
	Iron, pig, and bloom	690	381	1071	.....
	Iron and steel rails	.....	433	433	.....
	Other castings, machinery	1405	12640	14045	.....
	Bar and sheet metal	1789	27807	29596	.....
	Cement, brick, and lime	9237	6886	16123	.....
	Agricultural implements	370	4394	4764	.....
	Wagons, carriages, tools, etc.	73	3262	3335	.....
	Wines, liquors, and beers	1489	17358	18847	.....
	Household goods, furniture	966	6038	7004	.....
Merchandise		37283	58278	95561	.....
Miscellaneous: Other commodities not mentioned above		77755	72936	150691	.....
Total tonnage—Nebraska		475794	793601	1269395	97.04
Material hauled for use of other companies in the U. P. system		.....	.....	3869	2.96
Total tonnage—Nebraska		.....	.....	1308091	100.00
Total tonnage—entire line		1481984	1372867	3191153	.....
Material hauled for other companies in U. P. system—entire line		.....	.....	336302	.....

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Locomotives—Owned and leased:						
Passenger	.....	96	96	Westinghouse	.....	
Freight	.....	349	349	Westinghouse	.....	
Switching	.....	89	76	Westinghouse	.....	
Total locomotives in service	.....	534	521	.....	.....	
Less locomotives leased	.....	158	151	.....	.....	
Total locomotives owned	.....	376	370	.....	.....	
Cars—Owned and leased:						
In passenger service—						
First-class cars	.....	152	152	Westinghouse	152	Miller.
Second-class cars	.....	1	1	Westinghouse	1	Miller.
Combination cars	.....	51	50	Westinghouse	50	Miller.
Emigrant cars	.....	37	37	Westinghouse	37	Miller.
Dining cars	.....	13	13	Westinghouse	13	Miller.
Sleeping cars	.....	70	70	Westinghouse	70	Miller.
Baggage, express, and postal cars	.....	76	75	Westinghouse	75	Miller.
Total	.....	400	398	.....	398	
*In freight service—						
Box cars	.....	6040	5304	Westinghouse	1283	
Flat cars	.....	405	190	Westinghouse	28	
Stock cars	.....	1101	1085	Westinghouse	331	
Coal cars	.....	1683	1236	Westinghouse	280	
Tank cars	.....	29	12	.....	.....	
Refrigerator cars	.....	427	426	Westinghouse	191	
Other cars in freight service	.....	951	853	Westinghouse	638	
Total	.....	10636	9106	.....	2751*	
In company's service—						
Officers' and pay cars	.....	14	13	Westinghouse	13	Miller.
Derrick cars	1	13	8	Westinghouse	.....	
Caboose cars	3	204	58	Westinghouse	.....	
Other road cars	4	97	46	Westinghouse	.....	
Total	8	328	125	.....	13	
Total cars in service	4	11364	9629	.....	3162	
Less cars leased	16	3649	3598	.....	1349*	
Total cars owned	.....	7715	6031	.....	1813	

* See next page.

*FREIGHT CARS FITTED WITH AUTOMATIC COUPLER.

CLASSIFICATION.	Ajax.	American.	Buckeye.	California.	Dietz.	Miller.	Safford.	S. H. & H.	Standard.	Tower.	Total.
Box	44	670	39	1	1	.....	345	3	179	1	1283
Flat	...	.....	...	...	...	.....	28	...	.....	...	28
Stock	9	125	87	...	...	.....	11	...	99	...	331
Coal	7	7	...	...	...	.....	260	...	.....	...	280
Refrigerator	8	132	10	...	...	2	12	...	25	2	191
Other freight	5	189	12	...	...	103	306	...	23	...	638
Cars leased	47	510	25	...	...	174	480	...	111	2	1349

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:
- Line represented by capital stock:
  - Main line 1777.08
  - Branches and spurs 45.51
- Line operated under lease 13.36
- Total mileage operated 1835.95
- Rails:
  - Iron 18.32
  - Steel 1817.63

Miles of second track:
- Line represented by capital stock:
  - Main line 16.62
  - Branches and spurs 2.57
- Total mileage operated 19.19
- Rails, steel 19.19

Miles of yard track and sidings:
- Line represented by capital stock:
  - Main line 576.73
  - Branches and spurs 12.87
- Line operated under lease 1.00
- Total mileage operated 590.60

Rails:	
Iron	290.85
Steel	299.75
Total mileage operated (all tracks):	
Line represented by capital stock:	
Main line	2370.43
Branches and spurs	60.95
Line operated under lease	14.36
Total mileage operated	2445.74
Rails:	
Iron	309.17
Steel	2136.57

B. MILEAGE OF LINE OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Iowa:	
Line represented by capital stock:	
Main line	2.36
Branches and spurs	1.72
Total mileage operated	4.08
Rails, steel	4.08
State of Nebraska:	
Line represented by capital stock:	
Main line	463.53
Branches and spurs	3.95
Total mileage operated	467.48
Rails, steel	467.48
State of Missouri:	
Line represented by capital stock, main line	.51
Total mileage operated	.51
Rails, steel	.51
State of Kansas:	
Line represented by capital stock:	
Main line	444.87
Branches and spurs	35.96
Total mileage operated	480.83

Rails:	
Iron	3.03
Steel	477.80
State of Colorado:	
Line represented by capital stock, main line	296.09
Total mileage operated	296.09
Rails, steel	296.09
State of Wyoming:	
Line represented by capital stock:	
Main line	499.55
Branches and spurs	3.88
Line operated under lease	13.36
Total mileage operated	516.79
Rails:	
Iron	15.29
Steel	501.50
Utah Territory:	
Line represented by capital stock, main line	70.17
Total mileage operated	70.17
Rails, steel	70.17
Total mileage operated (single track):	
Line represented by capital stock:	
Main line	1777.08
Branches and spurs	45.51
Line operated under lease	13.36
Rails:	
Iron	18.32
Steel	1817.63

C. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Iowa:	
Line represented by capital stock:	
Main line	2.36
Branches and spurs	1.72
Total mileage owned	4.08
Rails, steel	4.08

State of Nebraska:	
Line represented by capital stock:	
Main line	463.53
Branches and spurs	3.95
Total mileage owned	467.48
Rails, steel	467.48
State of Missouri:	
Line represented by capital stock, main line	.51
Total mileage owned	.51
Rails, steel	.51
State of Kansas:	
Line represented by capital stock:	
Main line	444.87
Branches and spurs	35.96
Total mileage owned	480.83
Rails:	
Iron	3.03
Steel	477.80
State of Colorado:	
Line represented by capital stock, main line	296.09
Total mileage owned	296.09
Rails, steel	296.09
State of Wyoming:	
Line represented by capital stock:	
Main line	499.55
Branches and spurs	5.92
Total mileage owned	505.47
Rails:	
Iron	2.11
Steel	503.36
Utah Territory:	
Line represented by capital stock, main line	75.17
Total mileage owned	75.17
Rails, steel	75.17

Total mileage owned (single track):	
Line represented by capital stock:	
Main line	1782.08
Branches and spurs	47.55
Total mileage owned	1829.63
Rails:	
Iron	5.14
Steel	1824.49

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:	
Line represented by capital stock:	
Main line	463.53
Branches and spurs	3.95
Total mileage operated	467.48
Rails, steel	467.48
Miles of second track:	
Line represented by capital stock:	
Main line	9.80
Branches and spurs	1.80
Total mileage operated	11.60
Rails, steel	11.60
Miles of yard track and sidings:	
Line represented by capital stock, main line	192.05
Total mileage operated	192.05
Rails:	
Iron	105.11
Steel	86.94
Total mileage operated (all tracks):	
Line represented by capital stock:	
Main line	665.38
Branches and spurs	5.75
Total mileage operated	671.13

Rails:	
Iron	105.11
Steel	566.02

B. MILEAGE OF LINE OWNED AND OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Nebraska, Union Pacific Ry.:	
Line represented by capital stock:	
Main line	463.53
Branches and spurs	3.95
Total mileage owned and operated	467.48
Rails, steel	467.48

RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

NEW RAILS LAID DURING YEAR.

* Iron:	
Tons	21
Weight per yard	40 lbs.
Average price per ton at distributing point	$10.34
Tons	231.0378
Weight per yard	50 lbs.
Average price per ton at distributing point	$10.34
Tons	522.0747
Weight per yard	56 lbs.
Average price per ton at distributing point	$10.34
Tons	55
Weight per yard	58 lbs.
Average price per ton at distributing point	$10.34
Total iron:	
Tons	829.1125
Average price per ton at distributing point	$10.34

* Old iron charged at $20 per ton prior to September 30, 1894, and subsequently at $8 per ton. Old steel charged at $25 per ton prior to September 30, 1894, and subsequently at $11 per ton for the Nebraska Division, $12.25 per ton for the Wyoming Division, $10.80 per ton for the Kansas Division, and $12 per ton for the Colorado Division.

Steel:	
Tons	16920.2012
Weight per yard	70 lbs.
Average price per ton at distributing point	$29.11
Tons	966
Weight per yard	56 lbs.
Average price per ton at distributing point	$14.40
Tons	2426.0834
Weight per yard	60 lbs.
Average price per ton at distributing point	$14.40
Tons	320
Weight per yard	61½ lbs.
Average price per ton at distributing point	$14.40
Tons	83
Weight per yard	67 lbs.
Average price per ton at distributing point	$14.40
Tons	15
Weight per yard	75 lbs.
Average price per ton at distributing point	$14.40
Total steel:	
Tons	20731.0606
Average price per ton at distributing point	$26.41

NEW TIES LAID DURING YEAR.

Oak:	
Number	262471
Average price at distributing point	$0.47
Cedar:	
Number	68792
Average price at distributing point	$0.46
Pine:	
Number	254960
Average price at distributing point	$0.39
Fir:	
Number	5236
Average price at distributing point	$0.39
Total:	
Number	591459
Average price at distributing point	$0.43

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

Coal, tons, bituminous:	
Passenger	167636.50
Freight	415107.03
Switching	60784.00
Construction	6765.25
Total	650292.78
Average cost at distributing point	$1.63
Wood, cords, soft:	
Passenger	2201.25
Freight	3668.75
Switching	725.87
Construction	69.00
Total	6664.87
Average cost at distributing point	$2.29
Total fuel consumed, tons:	
Passenger	168737.13
Freight	416941.40
Switching	61146.93
Construction	6799.75
Total	653625.21
Average cost at distributing point	$1.65
Miles run:	
Passenger	3491545.00
Freight	6133033.00
Switching	1834239.00
Construction	145637.00
Total	11604454.00

Average pounds consumed per mile:	
Passenger	96.65
Freight	135.97
Switching	66.67
Construction	93.38
Total	112.65

ACCIDENTS TO PERSONS—STATE OF NEBRASKA.

Employees—Trainmen, killed:	
Falling from trains and engines	1
Employees—Trainmen, injured:	
Coupling and uncoupling	3
At stations	3
Total	6
Employees—Switchmen, flagmen, and watchmen, killed:	
At stations	1
Employees—Switchmen, flagmen, and watchmen, injured:	
Coupling and uncoupling	3
Other employees, killed:	
Coupling and uncoupling	1
Other employees, injured:	
At stations	4
Total employees killed:	
Coupling and uncoupling	1
Falling from trains and engines	1
At stations	1
Total	3
Total employees injured:	
Coupling and uncoupling	6
At stations	7
Total	13

Passengers, injured:	
Collisions	1
At stations	2
Other causes	1
Total	4
Others, trespassing, killed:	
Collisions	1
At stations	4
Other causes	4
Total	9
Others, trespassing, injured:	
At stations	16
Other causes	2
Total	18
Others, not trespassing, killed:	
At stations	2
Others, not trespassing, injured:	
At highway crossings	2
At stations	1
Total	3
Total others killed:	
Collisions	1
At stations	6
Other causes	4
Total	11
Total others injured:	
Collisions	1
At highway crossings	2
At stations	19
Other causes	3
Total	25

CHARACTERISTICS OF ROAD—STATE OF NEBRASKA.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges—Iron:	
Number	8
Aggregate length, feet	3615
Minimum length, feet	77
Maximum length, feet	1566
Trestles:	
Number	400
Aggregate length, feet	19245
Minimum length, feet	16
Maximum length, feet	1005

OVERHEAD HIGHWAY CROSSINGS.

Bridges:	
Number	5
Height of lowest above surface of rail	20 ft. 4 in.

OVERHEAD RAILWAY CROSSINGS.

Bridges:	
Number	3
Height of lowest above surface of rail	19 ft. 11 in.

Gauge of track, 4 feet 8½ inches; 467.48 miles.

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Miles of line	964.75
Miles of wire	6727.73
Operated by Union Pacific Railway Co.:	
Miles of wire	5162.78
Operated by Western Union Telegraph Co.:	
Miles of wire	1368.55

Operated by receivers U. P., D. & G. Ry.:

Miles of wire	55.80

Operated by Union Pacific Railway Co. and Western Union Telegraph Co. jointly:

Miles of line	964.75
Miles of wire	141.40

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Western Union Telegraph Co., operated by Western Union Telegraph Co.:

Miles of wire	8418.51

Western Union Telegraph Co., operated by Union Pacific Railway Co. and Western Union Telegraph Co. jointly:

Miles of line	847.46
Miles of wire	58.40

ANNUAL REPORT

OF THE

OMAHA AND REPUBLICAN VALLEY RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1895.

HISTORY.

1. Name of common carrier making this report? Receivers, Omaha & Republican Valley Railway Company.

2. Date of organization? February 3, 1887.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General railroad laws of Nebraska and Kansas.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. A consolidation of the following companies: Omaha & Republican Valley Railway Company of Nebraska, incorporated June 26, 1886, under general railroad laws of Nebraska. Blue Valley Railway Company of Kansas, incorporated July 2, 1886, under general railroad laws of Kansas.

5. Date and authority for each consolidation? February 3, 1887, under general railroad laws of Kansas and Nebraska.

ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Oliver Ames, 2d, Boston, Mass., January 1, 1896.
E. Ellery Anderson, New York, N. Y., January 1, 1896.
Edwin F. Atkins, Boston, Mass., January 1, 1896.
S. H. H. Clark, Omaha, Neb., January 1, 1896.
F. R. Coudert, New York, N. Y., January 1, 1896.
John W. Doane, Chicago, Ill., January 1, 1896.
Oliver W. Mink, Boston, Mass., January 1, 1896.

Total number of stockholders at date of last election? Ten.

Date of last meeting of stockholders for election of directors? January 2, 1895.

Give post-office address of general office? Boston, Mass.

Give post-office address of operating office? Omaha, Neb.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, Alex. Millar; title, assistant comptroller, for the receivers; address, Boston, Mass.

OFFICERS.

TITLE, NAME, AND LOCATION OF OFFICE.

President—S. H. H. Clark, Omaha, Neb.
First Vice President—Edwin F. Atkins, Boston, Mass.
Second Vice President—Oliver W. Mink, Boston, Mass.
Secretary—Alex. Millar, Boston, Mass.
Treasurer—Jas. G. Harris, Boston, Mass.
General Solicitor—John M. Thurston, Omaha, Neb.
Attorney, or General Counsel—J. F. Dillon, New York City, N. Y.
Comptroller—Oliver W. Mink, Boston, Mass.
Assistant Comptroller—Alex. Millar (for receivers), Boston, Mass.
Auditor—Erastus Young, Omaha, Neb.
Assistant Auditor—F. W. Hills, Omaha, Neb.
General Manager—E. Dickinson, Omaha, Neb.
Chief Engineer—G. H. Pegram, Omaha, Neb.

General Superintendent—P. J. Nichols, Omaha, Neb.
Division Superintendent—R. R. Sutherland, Omaha, Neb.
Division Superintendent—J. N. Foley, Lincoln, Neb.
Superintendent Car Service—E. Buckingham, Omaha, Neb.
Superintendent of Telegraph—L. H. Kortz, Omaha, Neb.
Freight Traffic Manager—J. A. Monroe, Omaha, Neb.
Assistant General Freight Agent—E. H. Wood, Omaha, Neb.
General Passenger and Ticket Agent—E. L. Lomax, Omaha, Neb.
General Baggage Agent—A. Traynor, Council Bluffs, Iowa.
Land Commissioner—B. A. McAllaster, Omaha, Neb.
Receivers—S. H. H. Clark, Oliver W. Mink, E. Ellery Anderson, John W. Doane, and Frederic R. Coudert.

PROPERTY OPERATED—STATE OF NEBRASKA.

1. Railroad line represented by capital stock:
   A. Main line.
   B. Branches and spurs.

Omaha & Republican Valley Railway Company:

	Miles.
1. A.—From Valley, Neb., to Kansas state line	121.41
From Columbus to Norfolk	50.37
Total main line	171.78
B.—From Valparaiso to Stromsburg	53.30
From Oconee to Albion	34.54
From Genoa to Cedar Rapids	30.55
From Grand Island to Ord	60.77
From St. Paul to Loup City	39.40
From Boelus to Pleasanton	22.06
From Scotia Junction to Scotia	1.37
From Blue Springs Junction to Blue Springs	.67
Total branches and spurs	242.66
Total operated	414.44

PROPERTY OPERATED.

1. Railroad line represented by capital stock:
   - A. Main line.
   - B. Branches and spurs.

Omaha & Republican Valley Railway Company:

	Miles.
1. A.—From Valley to Manhattan	189.01
From Columbus to Norfolk *	50.37
Total main line	239.38
B.—From Valparaiso to Stromsburg	53.30
From Oconee to Albion	34.54
From Genoa to Cedar Rapids	30.55
From Grand Island to Ord	60.77
From St. Paul to Loup City	39.40
From Boelus to Pleasanton	22.06
From Scotia Junction to Scotia	1.37
From Blue Springs Junction to Blue Springs	.67
Total branches and spurs	242.66
Total operated	482.04

NAME OF ALL PROPERTY, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Owns and sells town lots in Nebraska.

* The mileage from Columbus to Norfolk (50.37 miles) includes .31 mile at Norfolk owned jointly with the Chicago, St. Paul, Minneapolis & Omaha Railway Company.

CAPITAL STOCK.

Common:

Number of shares authorized	25038
Par value of shares	$100 00
Total par value authorized	2503800 00
Total amount issued and outstanding	2420550 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for construction—Common:

Total number shares issued and outstanding	735

Issued for consolidation:

Total number shares issued and outstanding	23470½

Including $19526.23 stock of constituent companies not yet presented for exchange.

Total:

Number shares issued and outstanding	24205½

The Union Pacific Railway Company owns $2401023.77 of the $2420550 of the capital stock of this company.

FUNDED DEBT.

MORTGAGE BONDS.

O. & R. V. R. R. Co., first mortgage, issued July 1, 1879, due July 1, 1909:

Amount of authorized issue	$2257000 00
Amount issued	2257000 00
Amount outstanding	1559000 00
Interest, 7 per cent; payable January and July; accrued during year	109130 00

O. & R. V. R. R. Co., consolidated mortgage, issued February 1, 1887, due March 1, 1927:

Amount of authorized issue	4694000 00
Amount issued	3136000 00
Amount outstanding	3136000 00
Interest, 5 per cent; payable March and September; accrued during year	156800 00

Extension mortgage, issued May 1, 1887, due May 1, 1921:	
Amount of authorized issue	$4945600 00
Amount issued	1246000 00
Amount outstanding	1246000 00
Interest, 5 per cent; payable May and November; accrued during year	62300 00
Total mortgage bonds:	
Amount of authorized issue	11896600 00
Amount issued	6639000 00
Amount outstanding	5941000 00
Amount interest accrued during year	328230 00

Bonds were issued with stock in payment of construction and equipment.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash and current assets	0 00
Balance—Current liabilities	$4048040 04

Current Liabilities Accrued to and Including June 30, 1895.

Due Union Pacific Railway Company	$1641471 24
Matured interest coupons unpaid (including coupons due July 1)	2362023 15
Miscellaneous, due receivers Omaha & Republican Valley Railway	44545 65
Total—Current liabilities	$4048040 04

RECAPITULATION.

A. FOR MILEAGE OWNED AND OPERATED BY ROAD MAKING THIS REPORT.

Account capital stock:	
Total amount outstanding	$2420550 00
Apportionment to railroads	2420550 00
Miles of road	482.04
Amount per mile of line	$5021 47
Account bonds:	
Total amount outstanding	$5941000 00
Apportionment to railroads	5941000 00
Miles of road	482.04
Amount per mile of line	$12324 70
Account current liabilities:	
Total amount outstanding	$4048040 04
Apportionmant to railroads	4048040 04
Miles of road	482.04
Amount per mile of line	$8397 73
Total:	
Amount outstanding	$12409590 04
Apportionment to railroads	12409590 04
Miles of road	482.04

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION.

Expenditures during year, included in operating expenses:	
Fences	$2976 45
Bridges and trestles	5657 98
Rails	2607 80
Buildings, furniture, and fixtures	2366 32
Sidings and yard extensions	2801 33
Other items	154 30
Total construction	$16564 18

Expenditures during year, not included in operating expenses, charged to construction or equipment:	
Other real estate	$616 33
Total construction	$616 33
Total cost to June 30, 1894	8271395 22
Total cost to June 30, 1895	8272011 55
Cost per mile	17160 42

EQUIPMENT.

Expenses during year, included in operating expenses:	
Locomotives	$39 50
Total equipment	$39 50
Total cost to June 30, 1894:	
Locomotives	$162500 00
Passenger cars	19940 00
Freight cars	202137 00
Total equipment	$384577 00
Total cost to June 30, 1895:	
Locomotives	162500 00
Passenger cars	19940 00
Freight cars	202137 00
Total equipment	$384577 00
Cost per mile:	
Locomotives	337 11
Passenger cars	41 37
Freight cars	419 33
Total equipment	$797 81

Grand total cost construction, equipment, etc.:	
Expenditures during year, included in operating expenses	$16603 68
Expenditures during year, not included in operating expenses, charged to construction or equipment	616 33
Total cost to June 30, 1894	8655972 22
Total cost to June 30, 1895	8656588 55
Cost per mile	17958 23
Total cost construction, equipment, etc., state of Nebraska: *	
Expenditures during year, included in operating expenses	15760 51
Expenditures during year, not included in operating expenses, charged to construction or equipment	529 90
Total cost to June 30, 1894	7442081 83
Total cost to June 30, 1895	7442611 73
Cost per mile	17958 23

* These amounts are apportioned on a road mileage basis.

INCOME ACCOUNT.

Gross earnings from operation	$637826 40
Less operating expenses	609920 53
Total income	$27905 87
Deductions from income:	
Interest on funded debt accrued	$328230 00
Taxes	91615 99
*Other deductions	45421 16
Total deductions from income	$374424 83
Deficit	$346518 96
Deficit from operations of year ending June 30, 1895,	$346518 96
Deficit on June 30, 1894 (from "General Balance Sheet," 1894 Report)	3468214 90
Deficit on June 30, 1895	$3814733 86

* Other deductions:

Profit and loss		Cr. $75116 92
Town lot transactions		422 15
Total		$75539 07
Sinking fund requirements	$20906 67	
Interest and discount	1848 70	
Depreciation in material on hand written off during the year	7362 54	30117 91
		Cr. $45421 16

Profit and loss represents the deficit from operation of this company from October 13, 1893, to July 31, 1894, paid by the receivers of Union Pacific Railway.

EARNINGS FROM OPERATION—ENTIRE LINE.

Passenger:	
Passenger revenue—Total receipts	$139936 60
Deductions, account of repayments, etc.:	
Tickets redeemed	$70 23
Excess fares refunded	129 29
Other repayments	94
Total deductions	$200 46
Actual earnings:	
Total passenger revenue	$139736 14
Mail	36955 85
Express	9720 00
Extra baggage and storage	3809 13
Total passenger earnings	$190221 12
Freight:	
Freight revenue—Total receipts	$452841 28
Deductions, account repayments, etc.:	
Overcharge to shippers	5777 71
Total freight earnings	$447063 57
Total passenger and freight earnings	$637284 69
Other earnings from operation:	
Telegraph companies	$4188 63
Rents from tracks, yards, and terminals	9575 00
Rents not otherwise provided for	1886 00
Other sources	4042 08
Total other earnings	$541 71
Total gross earnings from operation—entire line	$637826 40
Total gross earnings from operation—Nebraska (approximate)	515708 25

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS.

Union Pacific Railway Company, using tracks between Mead and Valley, Neb.	$5 03
Chicago, Rock Island & Pacific Railway Company, using tracks between Lincoln and Beatrice, Neb. (cancellation of bills for rent from November 1, 1893, to July 1, 1894)	Cr. 10078 00
Total	Cr. $9575 00

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway	$54508 29
Renewals of rails	14093 09
Renewals of ties	34070 99
Repairs and renewals of bridges and culverts	37012 23
Repairs and renewals of fences, road crossings, signs, and cattle guards	9668 20
Repairs and renewals of buildings and fixtures,	11181 03
Repairs and renewals of telegraph	1227 79
Stationery and printing	21 34
Total	$161782 96
Maintenance of equipment:	
Superintendence	$3965 89
Repairs and renewals of locomotives	22834 26
Repairs and renewals of passenger cars	9443 24
Repairs and renewals of freight cars	14389 26
Repairs and renewals of work cars	3369 25
Repairs and renewals of shop machinery and tools	3151 78
Stationery and printing	253 78
Other expenses	1972 62
Total	$5938) 08

Conducting transportation:	
Superintendence	$10386 01
Engine and roundhouse men	60320 47
Fuel for locomotives	98405 06
Water supply for locomotives	4563 21
Oil, tallow, and waste for locomotives	2518 08
Other supplies for locomotives	556 68
Train service	39752 29
Train supplies and expenses	6147 50
Switchmen, flagmen, and watchmen	4351 97
Telegraph expenses	23837 35
Station service	38610 28
Station supplies	1380 82
Switching charges—balance	4462 06
Car mileage—balance	23743 18
Hire of equipment	12760 00
Loss and damage	4592 55
Injuries to persons	18426 51
Clearing wrecks	453 58
Advertising	4536 32
Outside agencies	12694 83
Commissions	25 51
Rents for tracks, yards, and terminals	26735 23
Rents of buildings and other property	1239 52
Stationery and printing	3094 93
Total	$356123 48
General expenses:	
Salaries of general officers	$3868 81
Salaries of clerks and attendants	11693 81
General office expenses and supplies	1403 54
Insurance	2581 08
Law expenses	12136 04
Stationery and printing, general offices	593 82
Other expenses	356 91
Total	$32634 01

Recapitulation of expenses:

Maintenance of way and structures	$161782 96
Maintenance of equipment	59380 08
Conducting transportation	356123 48
General expenses	32634 01
Grand total	$609920 53

Percentage of expenses to earnings, entire line, 95.62.

Operating expenses, state of Nebraska (approximate):

Maintenance of way and structures	$137515 52
Maintenance of equipment	50473 07
Conducting transportation	298694 68
General expenses	27738 91
Total	$514422 18

Percentage of expenses to earnings, Nebraska, 99.75.

RENTALS PAID.

RENTS PAID FOR LEASE OF TRACKS AND TERMINALS.

Burlington & Missouri River Railroad Company, using tracks between David City and Columbus, Neb.		$2361 06
Chicago, Rock Island & Pacific Railway Company, using tracks between South Omaha and Lincoln, Neb.:		
Rent from July 1, 1894, to November 30, 1894	$18442 32	
Rent from November 1, 1893, to November 30, 1894, vouchers cancelled	47623 61	
		29181 29
Total		$26820 23
Charles E. Cox, using terminal at Ord, Neb.		85 00
Grand total rents		$26735 23

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

June 30, 1895, item:	
Profit and loss	$3468214 90
Less income for company's sinking fund	147720 27
June 30, 1894, total:	
Cost of road and equipment	8655972 22
Other permanent investments	13154 12
Other assets, sinking fund	156390 45
Less income for company's sinking fund	3320494 63
June 30, 1895, item:	
Less income for company's sinking fund	168804 93
June 30, 1895, total:	
Cost of road and equipment	8656588 55
Other permanent investments	13154 12
Other assets, sinking fund	156568 44
Less income for company's sinking fund	3645928 93
Grand total	12472240 04
Year ending June 30, 1895, increase:	
Other assets, sinking fund	177 99
Less income for company's sinking fund	325434 30
Grand total	326228 62

COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.

June 30, 1894, total:	
Capital stock	$2420550 00
Funded debt	5941000 00
Current liabilities	3721811 42
Accrued interest on funded debt not yet payable	62650 00
Grand total	12146011 42

June 30, 1895, total:	
Capital stock	$2420550 00
Funded debt	5941000 00
Current liabilities	4048040 04
Accrued interest on funded debt not yet payable	62650 00
Grand total	12472240 04
Year ending June 30, 1895, increase:	
Current liabilities	326228 62
Grand total	326228 62

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

1. Express companies.

Pacific Express Company, dated January 19, 1886.

2. Mails.

Rates paid by postmaster general.

3. Other railroad companies.

Union Pacific Railway Company, Salina & Southwestern Railway Company, Chicago, Rock Island & Pacific Railway Company, and Chicago, Kansas & Nebraska Railway Company. Contract dated May 1, 1890. This contract is in litigation.

4. Telegraph companies.

Western Union Telegraph Company, dated July 1, 1881.

SECURITY FOR FUNDED DEBT.

Omaha & Republican Valley R. R. Co., first mortgage:	Miles.
Valley Neb., to Kansas state line	121.83
Valparaiso, Neb., to Stromsburg, Neb.	53.30
Grand Island, Neb., to North Loup, Neb.	48.86
Scotia, Neb., to Scotia Junction, Neb.	1.37
Total	225.36

Amount of mortgage per mile of line, $10,000.

Equipment mortgaged—All.

Income mortgaged—All.

Omaha & Republican Valley Ry. Co., consolidated first mortgage:

	Miles.
Valley, Neb., to Kansas state line	121.83
Valparaiso, Neb., to Stromsburg, Neb.	53.30
Grand Island, Neb., to North Loup, Neb.	48.86
Scotia, Neb., to Scotia Junction, Neb.	1.37
Total (second mortgage)	225.36

Amount mortgaged per mile of line, $10,000.

Kansas state line to Manhattan, Kan.	67.18
Columbus, Neb., to Norfolk, Neb.	50.37
Oconee, Neb., to Albion, Neb.	34.54
Genoa, Neb., to Cedar Rapids, Neb	30.55
North Loup, Neb., to Ord, Neb.	11.91
St. Paul, Neb., to Loup City, Neb.	39.40
Howard, Neb., to Nantasket, Neb.	9.54
Blue Springs Junction, Neb., to Blue Springs, Neb.	.67
Total	469.52

Amount of mortgage per mile of line, $10,000.
Equipment mortgaged—All.
Income mortgaged—All, subject to first mortgage.

Omaha & Republican Valley Ry. Co., extension to first mortgage:

Third mortgage on above 225.36
Amount of mortgage per mile of line, $10,000.
Equipment mortgaged—All.
Income mortgaged—All, subject to first mortgage.
Second mortgage on above 244.16
Amount of mortgage per mile of line, $10,000.
Equipment mortgaged—All.
Income mortgaged—All, subject to first mortgage.
First mortgage extensions:
Nantasket Neb., to Pleasanton, Neb. 12.52
Amount of mortgage per mile of line, $20,000.
Equipment mortgaged—All.
Income mortgaged—All, subject to first mortgage.

EMPLOYEES AND SALARIES—STATE OF NEBRASKA.

Class.	Number.	Total yearly compensation.	Average daily compensation.
General officers	15	$2272 15	$11 03
Other officers	13	6465 99	5 87
General office clerks	13	10446 73	2 40
Station agents	29	19180 92	1 95
Other station men	29	11821 68	1 19
Enginemen	14	20775 84	3 83
Firemen	16	12304 56	2 25
Conductors	13	14683 44	3 29
Other trainmen	22	14604 60	2 47
Machinists	1	1125 00	2 76
Carpenters	11	8472 00	2 73
Other shopmen	8	6004 20	2 68
Section foremen	16	10156 20	1 99
Other trackmen	102	28902 12	1 23
Switchmen, flagmen, and watchmen	4	2248 56	1 69
Telegraph operators and dispatchers	28	18532 44	1 88
All other employees and laborers	58	37024 32	2 16
Distribution of above:			
General administration	28	14398 15	3 17
Maintenance of way and structures	156	65394 27	1 66
Maintenance of equipment	13	8049 38	2 75
Conducting transportation	195	137178 95	2 20
Total (including "general officers")—Nebraska	392	$225020 75	$2 06
Less "general officers"	15	2272 15	11 03
Total (excluding "general officers")—Nebraska	377	.....	$2 04
Total (including "general officers")—entire line	475	$264116 19	1 93

The number of general officers and other officers is the total number of such officers located in the state of Nebraska and employed on the whole Union Pacific system, a portion of whose salaries is charged to this line.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF NEBRASKA.

Passenger traffic:

Number of passengers carried earning revenue, 167700.
Number of passengers carried one mile, 4937841.
Number of passengers carried one mile per mile of road, 11914.49.
Average distance carried, 29.44 miles.
Total passenger revenue, $115753.11.
Average amount received from each passenger, $0.69024.
Average receipts per passenger per mile, $0.02344.
Total passenger earnings, $157534.32.
Passenger earnings per mile of road, $380.11.
Passenger earnings per train mile, $0.64988.

Freight traffic:

Number of tons carried of freight earning revenue, 334791.
Number of tons carried one mile, 19488093.
Number of tons carried one mile per mile of road, 47022.71.
Average distance haul of one ton, 58.21 miles.
Total freight revenue, $359048.56.
Average amount received for each ton of freight, $866.35.
Average receipts per ton per mile, $1.67935.

Passenger and freight:

Passenger and freight revenue, $474801.67.
Passenger and freight revenue per mile of road, $1145.65.
Passenger and freight earnings, $516582.88.
Passenger and freight earnings per mile of road, $1246.46.
Gross earnings from operation, $515708.25.
Gross earnings from operation per mile of road, $1244.35.
Gross earnings from operation per train mile, $1.13043.

Operating expenses, $514422.18.
Operating expenses per mile of road, $1241.25.
Operating expenses per train mile, $1.12761.
Income from operation, $1286.07.
Income from operation per mile of road, $3.10.

Train mileage:

Miles run by passenger trains, 171137.
Miles run by mixed trains, 285069.
Total mileage trains earning revenue, 456206.
Miles run by switching trains, 46565.
Miles run by construction and other trains, 21735.
Grand total train mileage, 524506.
Mileage of loaded freight cars—north or east, 1161061.
Mileage of loaded freight cars—south or west, 994809.
Mileage of empty freight cars—north or east, 494558.
Mileage of empty freight cars—south or west, 484391.
Average number of freight cars in train, 11.
Average number of loaded cars in train, 7.
Average number of empty cars in train, 4.
Average number of tons of freight in train, 68.36.
Average number of tons of freight in each loaded car, 9.04.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Passenger traffic:

Number of passengers carried earning revenue, 196378.
Number of passengers carried one mile, 5961008.
Number of passengers carried one mile per mile of road, 1236621.
Average distance carried, 30.35 miles.
Total passenger revenue, $139736.14.
Average amount received from each passenger, $0.71157.
Average receipts per passenger per mile, $0.02344.
Total passenger earnings, $190221.12.
Passenger earnings per mile of road, $394.62.
Passenger earnings per train mile, $0.64936.

Freight traffic:

Number of tons carried of freight earning revenue, 384954.
Number of tons carried one mile, 24263731.
Number of tons carried one mile per mile of road, 5033551.
Average distance haul of one ton, 63.03 miles.
Total freight revenue, $447063.57.
Average amount received for each ton of freight, $1.16134.
Average receipts per ton per mile, $0.01843.
Total freight earnings, $447063.57.
Freight earnings per mile of road, $927.44.
Freight earnings per train mile, $1.83576.

Passenger and freight:

Passenger and freight revenue, $586799.71.
Passenger and freight revenue per mile of road, $1217.33.
Passenger and freight earnings, $637284.99.
Passenger and freight earnings per mile of road, $1322.06.
Gross earnings from operation, $637826.40.
Gross earnings from operation per mile of road, $1323.18.
Gross earnings from operation per train mile, $1.18894.
Operating expenses, $609920.53.
Operating expenses per mile of road, $1265.29.
Operating expenses per train mile, $1.13692.
Income from operation, $27905.87.
Income from operation per mile of road, $57.89.

Train mileage:

Miles run by passenger trains, 211761.
Miles run by mixed trains, 324707.
Total mileage trains earning revenue, $536468.
Miles run by switching trains, 46565.
Miles run by construction and other trains, 25784.
Grand total train mileage, 608817.
Mileage of loaded freight cars—north or east, 1456327.
Mileage of loaded freight cars—south or west, 1201821.
Mileage of empty freight cars—north or east, 575541.
Mileage of empty freight cars—south or west, 612634.
Average number of freight cars in train, 12.

Average number of loaded cars in train, 8.
Average number of empty cars in train, 4.
Average number of tons of freight in train, 74.73.
Average number of tons of freight in each loaded car, 9.13.

FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA.

Commodity.		Freight Originating on this Road—Whole Tons.	Freight Received from Connecting Roads and Other Carriers—Whole Tons.	Total Freight Tonnage. Whole Tons.	Total Freight Tonnage. Per Cent.
Products of agriculture.	Grain	26156	40485	66641	19.91
	Flour	2463	4427	6890	2.06
	Other mill products	1502	5805	7307	2.18
	Hay	1912	7024	8936	2.67
	Fruits and vegetables	3639	27666	31305	9.35
Products of animals.	Live stock	37016	4775	41791	12.48
	Dressed meats	48	.....	48	.01
	Other packing-house products	212	393	605	.18
	Poultry, game, and fish	609	1111	1720	.51
	Wool	15	85	100	.03
	Hides and leather	291	15	306	.09
Products of mines.	Anthracite coal	49	2958	3007	.90
	Bituminous coal	870	81052	81922	24.47
	Coke	30	55	85	.03
	Ores	.....	12	12	.01
	Stone, sand, and other like articles	7793	766	8559	2.56
Products of forests—Lumber		763	11933	12696	3.79
Manufactures.	Petroleum and other oils	13	603	616	.18
	Sugar	277	747	1024	.31
	Iron, pig and bloom	70	30	100	.03
	Iron and steel rails	.....	8	8	.01
	Other castings, machinery	243	1188	1431	.43
	Bar and sheet metal	.....	858	858	.26
	Cement, brick, and lime	1761	3182	4943	1.48
	Agricultural implements	76	651	727	.22
	Wagons, carriages, tools, etc.	10	57	67	.02
	Wines, liquors, and beers	53	3319	3372	1.01
	Household goods, furniture	442	689	1131	.34
Merchandise		10001	15702	25703	7.68
Miscellaneous: Other commodities not mentioned above		4825	11507	16332	4.84
Total tonnage—Nebraska		101139	227103	328242	98.04
Material hauled for use of other lines, U. P. system		.....	.....	6549	1.96
Total tonnage		.....	.....	334791	100.00
Total tonnage—entire line		.....	.....	384954	.....

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
		Number.	Name.	Number.	Name.
Locomotives—Owned and leased :					
Passenger	7	7	Westinghouse	.....	
Freight	11	11	Westinghouse	.....	
Total locomotives owned	18	18	.....	.....	
Cars—Owned and leased:					
In passenger service—					
First-class cars	1	1	Westinghouse	1	Miller.
Combination cars	3	3	Westinghouse	3	Miller.
Total	4	4	.....	4	
In freight service—					
Box cars	254	240	Westinghouse	48*	
Flat cars	4	1	Westinghouse	.....	
Stock cars	9	8	Westinghouse	2*	
Coal cars	104	101	Westinghouse	8	Safford.
Total	371	350	.....	58	
In company's service—					
Caboose cars	1	.....	.....	.....	
Total cars owned	376	354	.....	62	

* Freight cars fitted with autumatic couplers: Box cars—1 Ajax, 29 American, 3 Buckeye, 10 Safford, 5 Standard; total 48. Stock cars—1 California, 1 Standard; total 2.

MILEAGE—STATE OF NEBRASKA.

A. MILEAGE OF ROAD OWNED AND OPERATED (ALL TRACKS)

Miles of single track:

Line represented by capital stock:

Main line 171.78

Branches and spurs 242.66

Total mileage operated 414.44

Rails:

Iron 192.81

Steel 221.63

Miles of yard track and sidings:	
Line represented by capital stock:	
Main line	21.61
Branches and spurs	22.40
Total mileage operated	44.01
Rails:	
Iron	38.06
Steel	5.95
Total mileage operated (all tracks):	
Line represented by capital stock:	
Main line	193.39
Branches and spurs	265.06
Total mileage operated	458.45
Rails:	
Iron	230.87
Steel	227.58

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:	
Line represented by capital stock:	
Main line	*239.38
Branches and spurs	242.66
Total mileage operated	482.04
Rails:	
Iron	209.67
Steel	272.37
Miles of yard track and siding:	
Line represented by capital stock:	
Main line	†29.35
Branches and spurs	22.40
Total mileage operated	51.75

* Including .31 mile at Norfolk owned jointly with C., St. P., M. & O. Ry.
† Including .89 mile at Norfolk owned jointly with C., St. P., M. & O. Ry.

Rails:
Iron..... 45.66
Steel..... 6.09

Total mileage operated (all tracks):
Line represented by capital stock:
Main line..... 268.73
Branches and spurs..... 265.06
Total mileage operated..... 533.79
Rails:
Iron..... 255.33
Steel..... 278.46

B. MILEAGE OF LINE OWNED AND OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Nebraska:
Line represented by capital stock:
Main line..... 171.78
Branches and spurs..... 242.66
Total mileage owned..... 414.44
Rails:
Iron..... 192.62
Steel..... 221.82

State of Kansas:
Line represented by capital stock, main line..... 67.60
Total mileage operated..... 67.60
Rails:
Iron..... 17.05
Steel..... 50.55

Total mileage operated (single track):
Line represented by capital stock:
Main line..... 239.38
Branches and spurs..... 242.66
Total mileage operated..... 482.04
Rails:
Iron..... 209.67
Steel..... 272.37

RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

NEW RAILS LAID DURING YEAR.

Iron:	
Tons	232.00
Pounds	22.27
Weight per yard	56 lbs.
Average price per ton at distributing point	$12.14
Tons	658.00
Weight per yard	50 lbs.
Average price per ton at distributing point	$12.14
Total iron:	
Tons	890.00
Pounds	22.27
Average price per ton at distributing point	$12.14
Steel:	
Tons	360.00
Pounds	20.51
Weight per yard	56 lbs.
Average price per ton at distributing point	$24.58
Tons	508.00
Weight per yard	60 lbs.
Average price per ton at distributing point	$24.58
Total steel:	
Tons	868.00
Pounds	20.51
Average price per ton at distributing point	$24.58

NEW TIES LAID DURING YEAR.

Oak:	
Number	7812
Average price at distributing point	$0.52
Cedar:	
Number	58160
Average price at distributing point	$0.49

Pine:	
Number	36
Average price at distributing point	$0.42
Total:	
Number	66008
Average price at distributing point	$0.50

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

Coal, tons, bituminous:	
Passenger	8908.00
Freight	15516.00
Switching	1292.00
Construction	789.00
Total	26505.00
Average cost at distributing point	$3.69
Wood, cords, soft:	
Passenger	172.00
Freight	284.50
Switching	37.00
Construction	16.25
Total	509.75
Average cost at distributing point	$2.86
Total fuel consumed, tons:	
Passenger	8994.00
Freight	15658.25
Switching	1310.50
Construction	797.13
Total	26759.88
Average cost at distributing point	$3.71

Miles run:	
Passenger	218057.00
Freight	336998.00
Switching	46565.00
Construction	19913.00
Total	621533.00
Average pounds consumed per mile:	
Passenger	82.49
Freight	92.93
Switching	56.29
Construction	80.06
Total	86.11

ACCIDENTS TO PERSONS—STATE OF NEBRASKA.

Employees, trainmen injured:	
Coupling and uncoupling	4
Falling from trains and engines	2
Total	6
Other employees injured:	
Other causes	1
Total employes injured:	
Coupling and uncoupling	4
Falling from trains and engines	2
Other causes	1
Total	7
Passengers, killed:	
Other train accidents	1
Others, not trespassing, injured:	
At highway crossings	1
Other causes	1
Total	2

Total others killed:

Other train accidents	1

Total others injured:

At highway crossings	1
Other causes	1
Total	2

CHARACTERISTICS OF ROAD—STATE OF NEBRASKA.

BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges—wooden:	
Number	3
Aggregate length, feet	2282
Minimum length, feet	50
Maximum length, feet	2112
Trestles:	
Number	317
Aggregate length, feet	28976
Minimum length, feet	15
Maximum length, feet	1046

OVERHEAD HIGHWAY CROSSINGS.

Bridges:	
Number	2
Height of lowest above surface of rail, feet	21

OVERHEAD RAILWAY CROSSINGS.

Bridges:	
Number	1
Height of lowest above surface of rail, feet	18

Gauge of track, 4 feet 8½ inches; 114.44 miles.

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT.

Miles of line 343.55
Miles of wire 502.00
Operated by this company:
Miles of wire 189.30
Operated by Western Union Telgraph Co.:
Miles of wire 47.30
Operated by Union Pacific Railway Co. and Western Union Telegraph Co. jointly:
Miles of line 345.55
Miles of wire 265.40

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Western Union Telegraph Co., operated by Western Union Telegraph Co.:
Miles of wire 262.90
Western Union Telegraph Co., operated by Union Pacific Railway Co. and Western Union Telegraph Co. jointly:
Miles of line 134.05
Miles of wire 77.60

ANNUAL REPORT

OF THE

KEARNEY & BLACK HILLS RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1895.

HISTORY.

1. Name of common carrier making this report? Receivers of Kearney & Black Hills Railway Company.

2. Date of organization? May 1, 1889.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Sections 72 to 122, chapter 16, Nebraska Statutes.

ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Oliver Ames, 2d, Boston, Mass., February 6, 1895.
Edwin F. Atkins, Boston, Mass., February 6, 1895.
S. H. H. Clark, Omaha, Neb., February 6, 1895.
W. A. Downing, Kearney, Neb., February 6, 1895.
G. Dexter, Boston, Mass., February 6, 1895.
Oliver W. Mink, Boston, Mass., February 6, 1895.
W. C. Tillson, Kearney, Neb., February 6, 1895.
Annual meeting has not been held this year.
Total number of stockholders at date of last election? 25.

Date of last meeting of stockholders for election of directors? February 7, 1894.

Give post-office address of general office? Boston, Mass.

Give post-office address of operating office? Omaha, Neb.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, Alex. Millar; title, assistant comptroller, for the receivers; address, Boston, Mass.

OFFICERS.

TITLE, NAME, AND LOCATION OF OFFICE.

President—S. H. H. Clark, Omaha, Neb.

First Vice President—Edwin F. Atkins, Boston, Mass.

Second Vice President—O. W. Mink, Boston, Mass.

Secretary—Alex. Millar, Boston, Mass.

Treasurer—James G. Harris, Boston, Mass.

General Solicitor—John M. Thurston, Omaha, Neb.

General Counsel—John F. Dillon, New York, N. Y.

Comptroller—Oliver W. Mink, Boston, Mass.

Assistant Comptroller—Alex. Millar, for receivers, Boston, Mass.

General Manager—E. Dickinson, Omaha, Neb.

Chief Engineer—G. H. Pegram, Omaha, Neb.

General Superintendent—P. J. Nichols, Omaha, Neb.

Superintendent—R. R. Sutherland, Omaha, Neb.

Superintendent of Car Service—E. Buckingham, Omaha, Neb.

Superintendent of Telegraph—L. H. Korty, Omaha, Neb.

Freight Traffic Manager—J. A. Monroe, Omaha, Neb.

Assistant General Freight Agent—E. H. Woods, Omaha, Neb.

General Passenger and Ticket Agent—E. L. Lomax, Omaha, Neb.

General Baggage Agent—A. Traynor, Council Bluffs, Ia.

Land Commissioner—B. A. McAllaster, Omaha, Neb.

Receivers—S. H. H. Clark, Omaha, Neb.; Oliver W. Mink, Boston, Mass.; E. Ellery Anderson, New York, N. Y.; John W. Doane, Chicago, Ill.; Frederick R. Coudert, New York, N. Y.

PROPERTY OPERATED—STATE OF NEBRASKA.

1. Railroad line represented by capital stock—Main line.

The Kearney & Black Hills Railway Company:

1. A.—From Kearney to Callaway, miles 65.74

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Union Pacific Railway Company owns $858099.41 of the $1577280 in capital stock of this company.

CAPITAL STOCK.

Common:

Number of shares authorized	15772 80
Par value of shares	$100 00
Total par value authorized	1577280 00
Total amount issued and outstanding	1577280 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

First mortgage bonds, issued May 1, 1890, due May 1, 1920:

Amount of authorized issue per mile	$1314400 00
Amount issued	887000 00
Amount outstanding	862000 00
Interest, 5 per cent; payable May and November; accrued during year	43100 00
Amount interest paid during year	25 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds:	
Amount issued	$887000 00
Amount outstanding	862000 00
Amount of interest accrued during year	43100 00
Amount interest paid during year	25 00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Due from solvent companies and individuals	$79919 01
Total, cash and current assets	$79919 01
Balance—Current liabilities	88971 59
Total	$168890 60

Current Liabilities Accrued to and Including June 30, 1895.

Due to receivers Kearney & Black Hills Railway Co.,	$1879 21
Audited vouchers and accounts	15674 03
Matured interest coupons unpaid	106475 00
Miscellaneous	44862 36
Total—Current liabilities	$168890 60
Total	$168890 60

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account capital stock:	
Total amount outstanding	$1577280 00
Apportionment to railroads	1577280 00
Miles of road	65.74
Amount per mile of line	$23992 70
Account bonds:	
Total amount outstanding	$862000 00
Apportionment to railroads	862000 00
Miles of road	65.74
Amount per mile of line	$13112 26
Account current liabilities:	
Total amount outstanding	$168890 60
Apportionment to railroads	168890 60
Miles of road	65.74
Amount per mile of line	$2569 07
Total:	
Amount outstanding	$2608170 60
Apportionment to railroads	2608170 60
Miles of road	65.74
Amount per mile of line	$39674 03

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Kearney & Black Hills Railway Company:	
Capital stock	$1577280 00
Funded debt	862000 00
Current liabilities	168890 60
Total	2608170 60
Miles of road	65.74
Amount per mile of line	$39674 03

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION.

Expenditures during year, included in operating expenses:	
Fences	$251 30
Sidings and yard extensions	171 46
Total construction	$422 76
Expenditures during year, not included in operating expenses, charged to construction or equipment:	
Other items	*67500 00
Grand total cost construction, equipment, etc.:	
Total cost to June 30, 1894	$1764497 69
Total cost to June 30, 1895	1831997 69
Cost per mile	27867 32

INCOME ACCOUNT.

Gross earnings from operation	$31529 74
Less operating expenses	25168 78
Income from operation	$6361 01
Income from other sources—Interest on bonds owned,	418 75
Total income	$6779 76
Deductions from income:	
Interest on funded debt accrued	$43100 00
Taxes	10906 52
Other deductions	†8870 00
Total deductions from income	$62676 52

* This item represents an amount charged to "Cost of road and fixtures" during the year, to offset a credit made in that account on account of local aid bonds promised, but in fact not yet delivered to the company, or its receivers.

† Sinking fund requirements for the year ending December 31, 1894.

Deficit from operations of year ending June 30, 1895...	$56096 76
Deficit on June 30, 1895	7175 16
	$63271 92
Deductions for year	*8870 00
Deficit on June 30, 1895	$72141 92

EARNINGS FROM OPERATION—STATE OF NEBRASKA.

Passenger:	
Passenger revenue—Total receipts	$4428 38
Deductions, account of repayments, etc.:	
Tickets redeemed	$1 96
Excess fares refunded	6 80
Total deductions	$8 76
Actual earnings:	
Total passenger revenue	$4419 62
Mail	2365 74
Express	756 00
Extra baggage and storage	47 19
Total passenger earnings	$7558 55
Freight:	
Freight revenue—Total receipts	$19853 14
Deductions, account of repayments, etc.:	
Overcharge to shippers	163 04
Actual earnings:	
Total freight revenue	$19690 10
Total passenger and freight earnings	$27278 65

* This amount represents the sinking fund requirements for the year ending December 31, 1893, and was not included in the income account of the report sent as of June 30, 1894.

Other earnings from operation:	
Car mileage	$3803 71
Telegraph companies	333 51
Rents not otherwise provided for	50 00
Other sources	63 92
Total other earnings	$4251 14
Total gross earnings from operation—Nebraska	$31529 79

BONDS OWNED.

BONDS.

Armada precinct, Buffalo county, Neb., bonds:	
Total par value	$4500 00
Rate, 5 per cent.	
Income or interest received	28 12
Valuation	4050 00
Wood River precinct, Dawson county, Neb., bonds:	
Total par value	8000 00
Rate, 5 per cent.	
Income or interest received	100 00
Valuation	7200 00
Wood River precinct, Custer county, Neb., bonds:	
Total par value	9000 00
Rate, 5 per cent.	
Income or interest received	112 50
Valuation	8100 00
Kennebec precinct, Dawson county, Neb., bonds:	
Total par value	2000 00
Rate, 5 per cent.	
Income or interest received	25 00
Valuation	1800 00

Delight precinct, Custer county, Neb., bonds:	
Total par value	$2500 00
Rate, 5 per cent.	
Income or interest received	153 13
Valuation	7650 00
Total:	
Par value	32000 00
Rate, 5 per cent.	
Income or interest received	418 75
Valuation	*28800 00

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway	$2667 27
Renewals of rails	33 59
Repairs and renewals of bridges and culverts	136 72
Repairs and renewals of fences, road crossings, signs, and cattle guards	87 52
Repairs and renewals of buildings and fixtures	338 87
Repairs and renewals of telegraph	49 56
Stationery and printing	2 67
Total	$3316 20
Maintenance of equipment:	
Superintendence	$160 03
Repairs and renewals of locomotives	1005 57
Repairs and renewals of passenger cars	488 54
Repairs and renewals of freight cars	165 33
Repairs and renewals of work cars	84 72
Repairs and renewals of shop machinery and tools,	110 05

* These bonds were placed in the custody of the receivers, and the account representing the book value of the bonds ($28800) has been charged to an account entitled "Receivers' property account." The Wood River Improvement Company owns an undivided three-fourths interest in the above amount of bonds.

Stationery and printing	$9 81
Other expenses	74 29
Total	$1878 24
Conducting transportation:	
Superintendence	$503 91
Engine and roundhouse men	2178 68
Fuel for locomotives	4648 90
Water supply for locomotives	125 81
Oil, tallow, and waste for locomotives	104 25
Other supplies for locomotives	23 23
Train service	1905 73
Train supplies and expenses	221 70
Switchmen, flagmen, and watchmen	38 04
Telegraph expenses	1602 67
Station service	4598 85
Station supplies	390 15
Switching charges—balance	07
Hire of equipment	465 00
Loss and damage	657 63
Injuries to persons	29 00
Clearing wrecks	84 04
Advertising	113 08
Outside agencies	41 73
Rents of buildings and other property	21
Stationery and printing	220 33
Total	$17952 98
General expenses:	
Salaries of general officers	$243 97
Salaries of clerks and attendants	957 36
General office expenses and supplies	154 94
Insurance	136 64
Law expenses	448 91
Stationery and printing (general offices)	46 68
Other expenses	32 86
Total	$2021 36

Recapitulation of expenses:

Maintenance of way and structures	$3316 20
Maintenance of equipment	1878 24
Conducting transportation	17952 98
General expenses	2021 36
Grand total	$25168 78

Operating expenses, state of Nebraska:

Maintenance of ways and structures	$3316 20
Maintenance of equipment	1878 24
Conducting transportation	17952 98
General expenses	2021 36
Total	$25168 78

Percentage of expenses to earnings, Nebraska, 79.83.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

June 30, 1894, total:

Cost of road and equipment	$1764497 69
Bonds owned	67500 00
Company stock held in trust	580853 23
Receivers' property account	28800 00
Cash and current assets	80575 14
Other assets, sinking fund	28201 38
Profit and loss	7175 16
Grand total	2557602 60

June 30, 1895, total:

Cost of road and equipment	1831997 69
Company stock held in trust	625715 59
Receivers' property account	28800 00
Cash and current assets	79919 01
Profit and loss	72141 92
Grand total	2638574 21

Year ending June 30, 1895, increase:	
Cost of road and equipment	$67500 00
Company stock held in trust	44862 36
Profit and loss	64966 76
Grand total	80971 61
Year ending June 30, 1895, decrease:	
Bonds owned	67500 00
Cash and current assets	656 13
Sinking fund	28201 38

COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.

June 30, 1894, total:	
Capital stock	$1577280 00
Funded debt	862000 00
Current liabilities	96788 99
Accrued interest on funded debt not yet payable,	7183 34
Income used for sinking fund	14350 27
Grand total	2557602 60
June 30, 1895, total:	
Capital stock	1577280 00
Funded debt	862000 00
Current liabilities	168890 60
Accrued interest on funded debt not yet payable,	7183 34
Income used for sinking fund	23220 27
Grand total	2638574 21
Year ending June 30, 1895, increase:	
Current liabilities	72101 61
Income used for sinking fund	8870 00
Grand total	80971 61

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

1. Express companies.

Pacific Express Company, dated May 1, 1886.

2. Mails.

Rates fixed by postmaster general.

4. Other railroad companies.

Union Pacific Railway Company, dated March 14, 1890.

5. Telegraph companies.

Western Union Telegraph Company, dated July 1, 1881.

SECURITY FOR FUNDED DEBT.

First mortgage bonds:

Kearney, Neb., to Callaway, Neb., 65.74 miles.
Amount of mortgage per mile of line, $20000.
Equipment mortgaged—All.

EMPLOYEES AND SALARIES—STATE OF NEBRASKA.

Class.	Number.	Total yearly compensation.	Average daily compensation.
General officers	15	$155 88	$10 39
Other officers	12	109 08	8 39
General office clerks	3	543 12	2 46
Station agents	10	4364 16	1 31
Other station men	1	88 80	2 07
Enginemen	1	785 40	3 85
Firemen	1	459 00	2 25
Conductors	1	900 00	2 50
Other trainmen	1	600 00	1 67
Carpenters	1	549 00	2 54
Section foremen	1	684 00	1 84
Other trackmen	9	2188 44	1 25
Switchmen, flagmen, and watchmen	1	48 00	1 66
Telegraph operators and dispatchers	2	1366 20	1 99
All other employees and laborers	4	1059 72	3 41
Distribution of above:			
General administration	17	928 68	3 43
Maintenance of way and structures	13	3715 92	1 53
Maintenance of equipment	4	24 00	4 00
Conducting transportation	29	9232 20	1 71
Total (including "general officers")—Nebraska	63	$13900 80	$1 71
Less "general officers"	15	155 88	10 39
Total (excluding "general officers")—Nebraska	48	$13744 92	$1 70
Total (including "general officers"—entire line	93	14008 00	73

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Passenger traffic:

Number of passengers carried earning revenue, 5059.
Number of passengers carried one mile, 161971.
Number of passengers carried one mile per mile of road, 2463.81.
Average distance carried, 32.02 miles.
Total passenger revenue, $4419.62.
Average amount received from each passenger, $0.87362.
Average receipts per passenger per mile, $0.02729.
Total passenger earnings, $7588.55.
Passenger earnings per mile of road, $115.43.
Passenger earnings per train mile, $1.22416.

Freight traffic:

Number of tons carried of freight earning revenue, 15813.
Number of tons carried one mile, 619600.
Number of tons carried one mile per mile of road, 9425.01.
Average distance haul of one ton, 39.18 miles.
Total freight revenue, $19690.10.
Average amount received for each ton of freight, $1.24518.
Average receipts per ton per mile, $0.03178.
Total freight earnings, $19690.10.
Freight earnings per mile of road, $299.51.
Freight earnings per train mile, $1.09872.

Passenger and freight:

Passenger and freight revenue, $24109.72.
Passenger and freight revenue per mile of road, $366.74.
Passenger and freight earnings, $27278.65.
Passenger and freight earnings per mile of road, $414.95.
Gross earnings from operation, $31529.79.
Gross earnings from operation per mile of road, $479.61.
Gross earnings from operation per train mile, $1.30721.
Operating expenses, $25168.78.
Operating expenses per mile of road, $382.85.
Operating expenses per train mile, $1.04348.
Income from operation, $6361.01.
Income from operation per mile of road, $96.76.

Train mileage:

Miles run by passenger trains, 252.
Miles run by freight trains, 80.
Miles run by mixed trains, 23788.
Total mileage trains earning revenue, 24120.
Miles run by construction and other trains, 882.
Grand total train mileage, 25002.
Mileage of loaded freight cars—north or east, 32006.
Mileage of loaded freight cars—south or west, 52049.
Mileage of empty freight cars—north or east, 38629.
Mileage of empty freight cars—south or west, 16039.
Average number of freight cars in train, 6.
Average number of loaded cars in train, 4.
Average number of empty cars in train, 2.
Average number of tons of freight in train, 25.96.
Average number of tons of freight in each loaded car, 7.38.

FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA.

COMPANY'S MATERIAL EXCLUDED.

Commodity.		Freight Originating on this Road—Whole Tons.	Freight Received from Connecting Roads and Other Carriers—Whole Tons.	Total Freight Tonnage.	
				Whole Tons.	Per Cent.
Products of agriculture.	Grain	155	4797	4952	31.32
	Flour	275	140	415	2.62
	Other mill products	10	131	141	.89
	Hay	51	524	575	3.64
	Fruit and vegetables	.....	127	127	.80
Products of animals.	Live stock	3717	208	3925	24.82
	Poultry, game, and fish	10	10	20	.13
Products of mines.	Anthracite coal	.....	48	48	.30
	Bituminous coal	52	2976	3028	19.15
Products of forest—Lumber		38	82	120	.76
Manufactures.	Sugar	.....	56	56	.35
	Iron, pig, and bloom	12	.....	12	.07
	Other castings, machinery	20	.....	20	.13
	Cement, brick, and lime	54	41	95	.60
	Household goods, furniture	44	21	65	.41
Merchandise		849	737	1586	10.03
Miscellaneous: Other commodities not mentioned above		354	258	612	3.88
Total tonnage—entire line		5641	10156	15797	99.90
Material hauled for use of other companies in U. P. system—entire line		.....	.....	16	.10
Total tonnage		.....	.....	15813	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Locomotives—Owned and leased:						
Passenger	.....	1	1	Westinghouse	.....	
Freight	.....	1	1	Westinghouse	.....	
Total locomotives owned	.....	2	2	Westinghouse	.....	
Cars—Owned and leased:						
In passenger service—						
First-class cars	.....	1	1	Westinghouse	1	Miller.
Combination cars	.....	2	2	Westinghouse	2	Miller.
Total	.....	3	3	Westinghouse	3	Miller.
In freight service—						
Box cars	.....	10	10	Westinghouse	.....	
Flat cars	1	9	9	Westinghouse	.....	
Stock cars	.....	19	19	Westinghouse	.....	
Coal cars	1	21	20	Westinghouse	.....	
Total	2	59	58	Westinghouse	.....	
Total cars owned	2	62	61	Westinghouse	3	Miller.

MILEAGE—STATE OF NEBRASKA.

MILEAGE OF ROAD OWNED AND OPERATED (ALL TRACKS).

Miles of single track:	
Line represented by capital stock, main line	65.74
Total mileage operated and owned	65.74
Rails, steel	65.74
Miles of yard track and sidings:	
Line represented by capital stock, main line	5.38
Total mileage operated and owned	5.38
Rails:	
Iron	0.53
Steel	4.85
Total mileage operated (all tracks):	
Line represented by capital stock, main line	71.12
Total mileage operated and owned	71.12
Rails:	
Iron	0.53
Steel	70.59

RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

NEW RAILS LAID DURING YEAR.

Iron:	
Tons	7
Pounds	229
Weight per yard	50 lbs.
Average price per ton at distributing point	$8.34

Old iron charged at $20 per ton prior to September 30, 1894, and subsequently at $8 per ton.

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

Coal, tons, bituminous:	
Passenger	43.00
Freight	1121.68
Construction	8.00
Total	1172.68
Average cost at distributing point	$3.90
Wood, cords, soft:	
Passenger	1.50
Freight	16.88
Construction	.25
Total	18.63
Average cost at distributing point	$3.17
Total fuel consumed, tons:	
Passenger	43.75
Freight	1130.12
Construction	8.13
Total	1182.00
Average cost at distributing point	$3.92
Miles run:	
Passenger	946.00
Freight	23974.00
Construction	188.00
Total	25108.00
Average pounds consumed per mile:	
Passenger	92.49
Freight	94.28
Construction	86.49
Total	94.15

CHARACTERISTICS OF ROAD—STATE OF NEBRASKA.

Trestles:

Number	55
Aggregate length, feet	3948
Minimum length, feet	32
Maximum length, feet	192

Gauge of track, 4 feet 8½ inches; 65.74 miles.

TELEGRAPH.

Owned by Kearney & Black Hills Railway Co.:

Miles of line	32.84
Miles of wire	32.84

Owned by Western Union Telegraph Co.:

Miles of line	32.83
Miles of wire	32.83

Operated jointly.

ANNUAL REPORT

OF THE

ST. JOSEPH & GRAND ISLAND RAILROAD

FOR THE YEAR ENDING JUNE 30, 1895.

HISTORY.

1. Name of common carrier making this report? Receivers of St. Joseph & Grand Island railroad.

2. Date of organization? June 22, 1885.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the general railroad laws of Nebraska.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

June 11, 1885, the St. Joseph & Western Railroad Company was sold under foreclosure. June 19, 1885, the Hastings & Grand Island Railroad Company was sold under foreclosure. The purchasers incorporated two new companies, the St. Joseph & Marysville railroad (under the laws of Kansas, in June, 1885), and the Grand Island & Marysville railroad (under the laws of Nebraska, June, 1885).

June 22, 1885, the St. Joseph & Marysville Railroad Company and the Grand Island & Marysville Railroad Company were consolidated into the St. Joseph & Grand Island Railroad Company.

June 23, 1885, the property of the St. Joseph Bridge Building Company was purchased by the St. Joseph & Grand Island Railroad Company.

ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Oliver Ames, 2d, Boston, Mass., June 1, 1895.*
E. Ellery Anderson, New York, N. Y., June 1, 1895.
Edwin F. Atkins, Boston, Mass., June 1, 1895.
S. H. H. Clark, Omaha, Neb., June 1, 1895.
Frederick R. Coudert, New York, N. Y., June 1, 1895.
H. P. Dillon, Topeka, Kan., June 1, 1895.
John W. Doane, Chicago, Ill., June 1, 1895.
Geo. J. Gould, New York, N. Y., June 1, 1895.
N. H. Loomis, Topeka, Kan., June 1, 1895.
Alex. Millar, Boston, Mass., June 1, 1895.
Oliver W. Mink, Boston, Mass., June 1, 1895.
Alex. E. Orr, New York, N. Y., June 1, 1895.
A. L. Williams, Topeka, Kan., June 1, 1895.

Total number of stockholders at date of last election? 187:

Date of last meeting of stockholders for election of directors? June 12, 1894.

Give post-office address of general office? Boston, Mass.

Give post-office address of operating office? St. Joseph, Mo.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, Alex. Millar; title, assistant comptroller, for the receivers; address, Boston, Mass

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OFFICERS.

TITLE, NAME, AND LOCATION OF OFFICE.

Chairman of the Board—Edwin F. Atkins, Boston, Mass.
President—S. H. H. Clark, Omaha, Neb.
First Vice President—Oliver Ames, 2d, Boston, Mass.
Second Vice President—Oliver W. Mink, Boston, Mass.
Secretary—Alex. Millar, Boston, Mass.

* The annual meeting has not been held this year.

Treasurer—Jas. G. Harris, Boston, Mass.
General Solicitor—John M. Thurston, Omaha, Neb.
GeneralCounsel—J. F. Dillon, New York City, N. Y.
Comptroller—Oliver W. Mink, Boston, Mass.
Assistant Comptroller—Alex. Millar (for receivers), Boston, Mass.
Auditor—J. G. Drew, St. Joseph, Mo.
General Manager—W. P. Robison, Jr., St. Joseph, Mo.
Superintendent—A. M. Morey, St. Joseph, Mo.
General Freight and Passenger Agent—S. M. Adsit, St. Joseph, Mo.

Receivers—S. H. H. Clark, Omaha, Neb.; Oliver W. Mink, Boston, Mass.; E. Ellery Anderson, New York, N. Y.; Jno. W. Doane, Chicago, Ill.; Frederic R. Coudert, New York, N. Y.

PROPERTY OPERATED—STATE OF NEBRASKA.

1. Railroad line represented by capital stock—Main line:

St. Joseph & Grand Island R. R.:
From Kansas and Nebraska state line, between Hallenberg, Kan., and Steele City, Neb., to Grand Island, Neb., miles..... 112.53

PROPERTY OPERATED.

1. Railroad line represented by capital stock—Main line:

St. Joseph & Grand Island R. R.:
From St. Joseph, Mo., to Grand Island, Neb., miles... 251.06

CAPITAL STOCK.

Common:

Number of shares authorized	46000
Par value of shares	$100 00
Total par value authorized	4600000 00
Total amount issued and outstanding	4600000 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued or to be issued for reorganization—Common:
Total number shares issued and outstanding..... 46000

The Union Pacific Railway Company owns $2301580 of the $4600000 of the capital stock of this company.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

First mortgage, issued July 1, 1885, due May 1, 1925:	
Amount of authorized issue	$900000 00
Amount issued	6998000 00
Amount outstanding	6998000 00
Interest, 6 per cent; payable May and November; accrued during year	420000 00
Certificates for first mortgage bonds:	
Amount issued	1122 04
Amount outstanding	1122 04
First mortgage bonds of constituent companies:	
Amount issued	20004 53
Amount outstanding	20004 53
Second mortgage income bonds, issued July 1, 1885, due July 1, 1925:	
Amount of authorized issue	1680000 00
Amount issued	1679000 00
Amount outstanding	1679000 00
Interest, 5 per cent.	
Certificates for second mortgage income bonds:	
Amount issued	870 00
Amount outstanding	870 00

Second mortgage bond of constituent companies:	
Amount issued	$22409 17
Amount outstanding	22409 17
Grand total:	
Amount of authorized issue	8680000 00
Amount issued	8721405 74
Amount outstanding	*8721405 74
Amount interest accrued during year	420000 00

RECAPITULATION OF FUNDED DEBT.

Mortgage bonds:	
Amount issued	$7019126 57
Amount outstanding	7019126 57
Amount interest accrued during year	420000 00
Income bonds:	
Amount issued	1702279 17
Amount outstanding	1702279 17
Total:	
Amount issued	8721405 74
Amount outstanding	8721405 74
Amount interest accrued during year	420000 00

* It would appear from this that bonds had been issued in excess of the amount authorized. This, however, will be remedied when the bonds, etc., of the constituent companies are exchanged for those of the organized company; they being exchangeable on such a scale as will bring the amount outstanding within the limit authorized.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Due from solvent companies and individuals	$12124 93
Due from Kansas City & Omaha R. R.	52202 14
Due from Union Pacific Ry. Co.	456560 40
Due from receivers St. Joseph & Grand Island R. R.	163539 16
Total—Cash and current assets	$684426 63
Balance—Current liabilities	510489 11
Total	$1194915 74

Current Liabilities Accrued to and Including June 30, 1895.

Audited vouchers and accounts	$562070 74
Matured interest coupons unpaid (including coupons due July 1)	632845 00
Total—Current liabilities	$1194915 74

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account capital stock:	
Total amount outstanding	$4600000 00
Apportionment to railroads	4600000 00
Miles of road	251.06
Amount per mile of line	$18322 31
Account bonds:	
Total amount outstanding	$8721405 74
Apportionment to railroads	8721405 74
Miles of road	251.06
Amount per mile of line	$34738 33

Account current liabilities:

Total amount outstanding	$1194915 74
Apportionment to railroads	1194915 74
Miles of road	251.06
Amount per mile of line	$4759 48

Total:

Amount outstanding	$14516321 48
Apportionment to railroads	14516321 48
Miles of road	251.06
Amount per mile of line	$57820 12

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

St. Joseph & Grand Island R. R. Co.:

Capital stock	$4600000 00
Funded debt	8721405 74
Current liabilities	1194915 74
Total	14516321 48
Miles of road	251.06
Amount per mile of line	$57820 12

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION.

Expenditures during year, not included in operating expenses, charged to construction or equipment:

Total construction	$375 42
Total cost to June 30, 1895	12569745 12
Cost per mile	50066 70

EQUIPMENT.

Total cost to June 30, 1895:	
Locomotives	$205000 00
Passenger cars	81517 00
Freight cars	369820 00
Other cars of all classes	17638 09
Total equipment	$673975 00
Cost per mile:	
Locomotives	$816 54
Passenger cars	324 69
Freight cars	1473 04
Other cars of all classes	70 25
Total equipment	$2684 52
Grand total cost construction, equipment, etc.:	
Expenditures during year, not included in operating expenses, charged to construction or equipment	$375 42
Total cost to June 30, 1894	13244095 54
Total cost to June 30, 1895	13243720 12
Cost per mile	52751 22
Total cost construction, equipment, etc., state of Nebraska:	
Expenditures during year, not included in operating expenses, charged to construction or equipment	*168 27
Total cost to June 30, 1894	5936262 53
Total cost to June 30, 1895	5936094 26
Cost per mile	52751 22

* This amount is apportioned on a road mileage basis.

INCOME ACCOUNT.

Gross earnings from operation	$646219 24
Less operating expenses	511042 13
Income from operation	$135177 11
Income from other sources	381520 11
Total income	$516697 22
Deductions from income:	
Interest on funded debt accrued	$420000 00
Taxes	97232 73
Other deductions	*102263 98
Total deductions from income	$619496 71
Deficit	$102799 49
Deficit from operations of year ending June 30, 1895,	$102799 49
Deficit on June 30, 1894 (from "General Balance Sheet," 1894 Report)	486097 71
Deficit on June 30, 1895	$588897 20

* This amount is made up as follows:

St. Joseph & Grand Island R. R. Co.'s portion of the deficit in income of the Kansas City & Omaha R. R. Co	$102563 98
Less credit to corporate expenses	300 00
	$102263 98

While this amount of $102563.98 was taken up on the company's books on account of its traffic guaranty obligation, there was, in fact, no cash payment during the period covered by the report.

EARNINGS FROM OPERATION—STATE OF NEBRASKA.

Passenger:	
Passenger revenue—Total receipts	$43540 12
Deductions, account of repayments, etc.:	
Tickets redeemed	$10 74
Excess fares refunded	78 22
Other repayments	20 72
Total deductions	$109 68
Actual earnings:	
Total passenger revenue	$43430 44
Mail	12971 68
Express	5875 70
Extra baggage and storage	1191 87
Total passenger earnings	$63469 69
Freight:	
Freight revenue—Total receipts	$171955 37
Deductions, account of repayments, etc.:	
Overcharge to shippers / Other repayments	1369 65
Total freight revenue	$170585 72
Total passenger and freight earnings	$234055 41
Other earnings from operation:	
Telegraph companies	$1262 75
Rents from tracks, yards, and terminals	2176 66
Rents not otherwise provided for	7538 76
Other sources	4604 60
Total other earnings	$15582 77
Total gross earnings from operation—Nebraska (approximate)	$249638 18
Total gross earnings from operation—entire line	646219 24

STOCKS OWNED.

A. RAILWAY STOCKS.

St. Joseph Terminal R. R. Co.:	
Total par value	$125000 00
* Valuation	55500 00
Kansas City & Omaha R. R. Co.:	
Total par value	1822500 00
Valuation	41300 00
St. Joseph Union Depot Co.:	
Total par value	1000 00
Valuation	1000 00
Total:	
Par value	1948500 00
Valuation	97800 00

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Kansas City & Northwestern railroad, using tracks between Seneca, Kan., and Axtell Junction, Kan.	$5350 00

MISCELLANEOUS INCOME.

Profit and loss, traffic guaranty	†$381520 11

* Valuation represents the book account cost.

† This represents the amount taken up on the company's books during the year ending June 30, 1895, as due it under the Union Pacific Railway Company's traffic contract, dated July 1, 1885. No amount has, however, been actually received.

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway	$47649 54
Renewals of rails	3387 04
Renewals of ties	19491 58
Repairs and renewals of bridges and culverts	18745 08
Repairs and renewals of fences, road crossings, signs, and cattle guards	3078 07
Repairs and renewals of buildings and fixtures,	9907 61
Repairs and renewals of telegraph	1086 31
Stationery and printing	124 50
Total	$103469 73
Maintenance of equipment:	
Superintendence	$3319 51
Repairs and renewals of locomotives	26838 48
Repairs and renewals of passenger cars	6206 65
Repairs and renewals of freight cars	18016 86
Repairs and renewals of work cars	920 56
Repairs and renewals of shop machinery and tools	1852 05
Stationery and printing	164 59
Other expenses	2294 69
Total	$59613 39
Conducting transportation:	
Superintendence	$10998 12
Engine and roundhouse men	49026 29
Fuel for locomotives	57909 81
Water supply for locomotives	5428 56
Oil, tallow, and waste for locomotives	1908 39
Other supplies for locomotives	2338 90
Train service	35877 65
Train supplies and expenses	6937 00

Switchmen, flagmen, and watchmen	$2337 29
Telegraph expenses	17921 91
Station service	26041 25
Station supplies	1607 51
Switching charges—balance	3491 87
Car mileage—balance	12509 81
Hire of equipment	3967 40
Loss and damage	1237 51
Injuries to persons	1324 18
Clearing wrecks	304 00
Advertising	1354 32
Outside agencies	5480 47
Commissions	3639 29
Rents for tracks, yards, and terminals	57543 35
Rents of buildings and other property	2553 72
Stationery and printing	3986 25
Total	$315724 85

General expenses:

Salaries of general officers	$8452 50
Salaries of clerks and attendants	11147 87
General office expenses and supplies	1298 78
Insurance	3893 40
Law expenses	3451 15
Stationery and printing, general offices	698 19
Other expenses	3292 27
Total	$32234 16

Recapitulation of expenses:

Maintenance of way and structures	$103469 73
Maintenance of equipment	59613 39
Conducting transportation	315724 85
General expenses	32234 16
Grand total	$511042 13

Percentage of expenses to earnings, entire line, 79.08.

Operating expenses, state of Nebraska (approximate):	
Maintenance of way and structures	$42096 87
Maintenance of equipment	24253 83
Conducting transportation	128453 29
General expenses	13114 53
Total	$207918 52

Percentage of expenses to earnings, Nebraska, 83.29.

RENTS PAID FOR LEASE OF TRACKS AND TERMINALS.

Hannibal & St. Joseph railroad, using tracks at St. Joseph, Mo	$337 17
St. Joseph Terminal railroad, using terminals at St. Joseph, Mo	45568 27
St. Joseph Union Depot Co., using terminals at St. Joseph, Mo	6153 44
Union Pacific railway, using terminals at Grand Island, Neb	5484 47
Grand total rents	$57543 35

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

June 30, 1894, total:	
Cost of road	$13244095 54
Stocks owned	97800 00
Cash and current assets	265907 14
Equipment and improvement funds	12402 11
Other assets, sundries *	41300 00
Profit and loss	486097 71
Grand total	14147602 50
June 30, 1895, total:	
Cost of road	12569745 12
Cost of equipment	673975 00
Stocks owned	97800 00
Cash and current assets	684426 63
Equipment and improvement funds	12777 53
Other assets, sundries	41300 00
Profit and loss	588897 20
Grand total	14668921 48
Year ending June 30, 1895, increase:	
Cost of equipment	673975 00
Cash and current assets	418519 49
Equipment and improvement funds	375 42
Profit and loss	102799 49
Grand total	521318 98
Year ending June 30, 1895, decrease:	
Cost of road	674350 42

* This amount represents the debit balance of Kansas City & Omaha R. R. Co. bond account. These bonds ($413000.00 at par) stood on the books at 90 per cent, or say $371700.00. They were delivered to the Union Pacific Railway Co. in settlement for advances to the St. Joseph & Grand Island R. R. Co. at 80 per cent, or $330400.00, leaving a balance of $41300.00. As the price at which the bonds were delivered is subject to adjustment, the above balance has not been written off; but, as it represents no bonds, the amount is excluded from investments.

COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.

June 30, 1894, total:	
Capital stock	$4600000 00
Funded debt	8721405 74
Current liabilities	673596 76
Accrued interest on funded debt not yet payable	70000 00
Construction contract Kansas City & Omaha railroad	82600 00
Grand total	14147602 50
June 30, 1895, total:	
Capital stock	4600000 00
Funded debt	8721405 74
Current liabilities	1194915 74
Accrued interest on funded debt not yet payable,	70000 00
Construction contract Kansas City & Omaha Railroad	82600 00
Grand total	14668921 48
Year ending June 30, 1895, increase:	
Current liabilities	521318 98

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

1. Express companies.

Pacific Express Company. Contract dated May 1, 1866.

2. Mails.

Compensation fixed by the United States post-office department.

3. Other railroad companies.

* The Union Pacific Railway Company. Contract dated July 1, 1885. Interchange of traffic; the Union Pacific Railway Company guarantees this company an income of $423000 per annum.

* Kansas City & Omaha Railroad Company and Union Pacific Railway Company. Contract dated June 1, 1887. Interchange of traffic; the Kansas City & Omaha R. R. Co. is guaranteed certain net earnings, in consideration of which the roads of the contracting parties are to be operated in harmony.

St. Joseph Terminal Railroad Company. Contract dated July 1, 1887. Terminal facilities and maintenance of equipment.

Kansas City, Wyandotte & Northwestern Railroad Company. Contract dated December 24, 1888. Use of track between Seneca and Axtell Junction, Kan.

4. Telegraph companies.

Western Union Telegraph Co. Contract dated July 1, 1881.

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* The receivers were released from the performance of these obligations by order 139, of Judge Sanborn, dated November 16, 1894.

SECURITY FOR FUNDED DEBT.

First mortgage bonds: Miles.

From St. Joseph, Mo., to Grand Island, Neb..... 251.06

Amount of mortgage per mile of line, $27881.78.

Equipment mortgaged—All.

Income mortgaged—So much as is necessary to pay interest on first mortgage bonds.

Securities mortgaged—5,000 shares, or $500000, in St. Joseph Bridge Building Co. stock mortgaged to secure and protect this company's interest in the bridge over the Missouri river at St. Joseph, Mo.

Second mortgage income bonds:

From St. Joseph, Mo., to Grand Island, Neb..... 251.06

Amount of mortgage per mile of line, $6691.62.

Equipment mortgaged—All.

Income mortgaged—So much as is necessary on second mortgage bonds after providing for interest on first mortgage bonds.

EMPLOYEES AND SALARIES—STATE OF NEBRASKA.

Class.	Number.	Total yearly compensation.	Average daily compensation.
General officers	4	$3465 50	$2 47
Other officers	3	2475 35	2 26
General office clerks	27	6891 00	80
Station agents	11	8197 90	1 99
Other station men	9	3804 25	1 33
Enginemen	9	10148 40	4 80
Firemen	9	5971 18	2 82
Conductors	7	6334 30	3 87
Other trainmen	11	7738 55	2 49
Carpenters	5	4044 70	2 34
Other shopmen	3	2089 25	1 91
Section foremen	14	7740 00	1 66
Other trackmen	17	5589 40	1 32
Telegraph operators and dispatchers	7	4019 61	1 93
All other employees and laborers	25	12490 68	1 82
Distribution of above:			
General administration	42	15110 56	1 15
Maintenance of way and structures	39	22378 85	1 79
Maintenance of equipment	3	2089 25	1 91
Conducting transportation	77	51430 41	2 42
Total (including "general officers") —Nebraska	161	$91009 07	$1 90
Less "general officers"	4	3465 50	2 37
Total (excluding "general officers") —Nebraska	157	$87543 57	$1 89
Total (including "general officers") —entire line	450	245079 75	1 99

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF NEBRASKA.

Passenger traffic:

Number of passengers carried earning revenue, 57766.
Number of passengers carried one mile, 1584159.
Number of passengers carried one mile per mile of road, 14078.
Average distance carried, 27.42 miles.
Total passenger revenue, $43430.44.
Average amount received from each passenger, $0.75183.
Average receipts per passenger per mile, $0.02742.
Total passenger earnings, $63469.69.
Passenger earnings per mile of road, $564.02462.
Passenger earnings per train mile, $0.61026.

Freight traffic:

Number of tons carried of freight earning revenue, 153146.
Number of tons carried one mile, 10804809.
Number of tons carried one mile per mile of road, 9601.
Average distance haul of one ton, 70.55 miles.
Total freight revenue, $170585.72.
Average amount received for each ton of freight, $1.11387
Average receipts per ton per mile, $0.01579.
Total freight earnings, $170585.72.
Freight earnings per mile of road, $1515.91327.
Freight earnings per train mile, $1.28280.

Passenger and freight:

Passenger and freight revenue, $214016.16.
Passenger and freight revenue per mile of road, $1901.85870.
Passenger and freight earnings, $234055.41.
Passenger and freight earnings per mile of road, $2079.93789.
Gross earnings from operation, $249638.18.
Gross earnings from operation per mile of road, $2218.41447.
Gross earnings from operation per train mile, $1.05340.
Operating expenses, $207918.52.
Operating expenses per mile of road, 1847.67191.

Operating expenses per train mile, $0.87736.
Income from operation, $41719.66.
Income from operation per mile of road, $370.74256.

Train mileage:
Miles run by passenger trains, 83199.
Miles run by freight trains, 70554.
Miles run by mixed trains, 83220.
Total mileage trains earning revenue, 236983.
Miles run by construction and other trains, 3050.
Grand total train mileage, 240033.
Mileage of loaded freight cars—north or east, 379749.
Mileage of loaded freight cars—south or west, 739160.
Mileage of empty freight cars—north or east, 526374.
Mileage of empty freight cars—south or west, 139703.
Average number of freight cars in train, 13.4.
Average number of loaded cars in train, 8.4.
Average number of empty cars in train, 5.
Average number of tons of freight in train, 81.10.
Average number of tons of freight in each loaded car, 10.3.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Passenger traffic:
Number of passengers carried earning revenue, 175896.
Number of passengers carried one mile, 5145166.
Number of passengers carried one mile per mile of road, 20494.
Average distance carried, 29.25 miles.
Total passenger revenue, $141469.36.
Average amount received from each passenger, $0.80428
Average receipts per passenger per mile, $0.02749.
Total passenger earnings, $187342.24.
Passenger earnings per mile of road, $746.20505.
Passenger earnings per train mile, $0.81545.

Freight traffic:

Number of tons carried of freight earning revenue, 264844.
Number of tons carried one mile, 26640903.
Number of tons carried one mile per mile of road, 106114.
Average distance haul of one ton, 100.59 miles.
Total freight revenue, $420576.23.
Average amount received for each ton of freight, $1.58801.
Average receipts per ton per mile, $0.01579.
Total freight earnings, $420576.23.
Freight earnings per mile of road, $1675.20206
Freight earnings per train mile, $1.19232.

Passenger and freight:

Passenger and freight revenue, $562045.59.
Passenger and freight revenue per mile of road, $2238.69031.
Passenger and freight earnings, $607918.47
Passenger and freight earnings per mile of road, $2421.40711.
Gross earnings from operation, $646219.24.
Gross earnings from operation per mile of road, $2573.96336.
Gross earnings from operation per train mile, $1.10943.
Operating expenses, $511042.13.
Operating expenses per mile of road, $2035.53784
Operating expenses per train mile, $0.87736.
Income from operation, $135177.11.
Income from operation per mile of road, $538.42552.

Train mileage:

Miles run by passenger trains, 183751.
Miles run by freight trains, 214768.
Miles run by mixed trains, 183960.
Total mileage trains earning revenue, 582479.
Miles run by switching trains, 36553.
Miles run by construction and other trains, 14513.
Grand total train mileage, 633545.
Mileage of loaded freight cars—north or east, 1077157.
Mileage of loaded freight cars—south or west, 2075172.
Mileage of empty freight cars—north or east, 1417379.
Mileage of empty freight cars—south or west, 406178.

Average number of freight cars in train, 14.11.
Average number of loaded cars in train, 8.94.
Average number of empty cars in train, 5.17.
Average number of tons of freight in train, 75.52.
Average number of tons of freight in each loaded car, 9.07.

FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA.

COMPANY'S MATERIAL EXCLUDED.

Commodity.		Freight Originating on this Road—Whole tons.	Freight Received from Connecting Roads and Other Carriers—Whole tons.	Total Freight Tonage.	
				Whole Tons.	Per Cent.
Products of agriculture.	Grain	61746	7723	69469	26.85
	Flour	1981	2650	4631	1.80
	Other mill products	1162	468	1630	.64
	Hay	2291	2534	4825	1.87
	Tobacco	.....	5	5	.....
	Fruit and vegetables	9198	6350	15648	6.05
Products of animals.	Live stock	22496	7633	30129	11.64
	Other packing-house products	18	.....	18	.....
	Poultry, game, and fish	896	240	1136	.44
	Wool	20	6	26	.01
	Hides and leather	136	48	184	.07
Products of mines.	Anthracite coal	769	2646	3415	1.32
	Bituminous coal	3505	49065	52570	20.52
	Stone, sand, and other like articles	4043	2669	5712	2.59
	Salt	568	1459	2027	.78
Products of forest—Lumber		5434	10641	16075	6.22
Manufactures.	Petroleum and other oils	1756	456	2212	.85
	Sugar	689	3363	4052	1.56
	Other castings, machinery	269	553	822	.31
	Cement, brick, and lime	5292	1458	6750	2.62
	Agricultural implements	203	410	.....	.....
	Wagons, carriages, tools, etc.	109	138	.....	.....
	Wines, liquors, and beers	615	973	.....	.....
	Household goods, furniture	2237	1823	.....	.....
Company's material transported		1205	630	.....	.....
Miscellaneous: Other commodities not mentioned above		19984	8059	.....	.....
Total tonnage—entire line		146722	112000	264844	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
		Number.	Name.	Number.	Name.
Locomotives—Owned:					
Passenger	13	13	Westinghouse	.....	
Freight	11	11	Westinghouse	.....	
Switching	1	.....	.....	.....	
Total locomotives owned	25	24	.....	.....	
Cars—Owned:					
In passenger service—					
First-class cars	6	6	Westinghouse	6	Miller.
Combination cars	5	5	Westinghouse	5	Miller.
Baggage, express, and postal cars	6	6	Westinghouse	6	Miller.
Total	17	17	.....	17	
In freight service—					
Box cars	465	454	Westinghouse	.....	
Flat cars	10	.....	.....	.....	
Stock cars	93	93	Westinghouse	.....	
Coal cars	54	6	Westinghouse	.....	
Total	622	553	.....	.....	
In company's service—					
Derrick cars	1	.....	.....	.....	
Caboose cars	12	.....	.....	.....	
Other road cars	21	2	Westinghouse	.....	
Total	34	2	.....	.....	
Total cars owned	673	572	Westinghouse	17	Miller.

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:	
Line represented by capital stock, main line	251.06
Rails, steel	251.06
Miles of yard track and sidings: *	
Line represented by capital stock, main line	26.45
Total mileage operated:	
Line represented by capital stock, main line	277.51

B. MILEAGE OF LINE OWNED AND OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Missouri:	
Line represented by capital stock, main line	.16
Rails, steel	.16
State of Kansas:	
Line represented by capital stock, main line	138.37
Rails, steel	138.37
State of Nebraska:	
Line represented by capital stock, main line	112.53
Rails, steel	112.53
Total mileage operated (single track):	
Line represented by capital stock, main line	251.06
Rails, steel	251.06

* Impossible to furnish the steel and iron rails for miles of yard tracks and sidings, as no separate record has been kept.

MILEAGE—STATE OF NEBRASKA.

MILEAGE OF ROAD OWNED AND OPERATED.

Miles of single track:	
Line represented by capital stock, main line	112.53
Rails, steel	112.53
Miles of yard track and sidings:	
Line represented by capital stock, main line	9.11
Rails, steel	9.11
Total mileage operated:	
Line represented by capital stock, main line	121.64
Rails, steel	121.64

RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

NEW RAILS LAID DURING YEAR.

Steel:	
New, tons	$1\frac{160}{2240}$
Weight per yard	60 lbs.
Average price per ton at distributing point	$28.31
Second hand, tons	$72\frac{665}{2240}$
Weight per yard	52 lbs.
Average price per ton at distributing point	$18.70
Total steel:	
Tons	$73\frac{825}{2240}$

NEW TIES LAID DURING YEAR.

White oak:	
Number	15200
Average price at distributing point	$0.5084

CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE.

Coal, tons, bituminous:	
Passenger	6797
Freight	17651
Switching	467
Construction	545
Total	25460
Average cost at distributing point	$2.24
Wood, cords, hard:	
Passenger	217
Freight	345
Switching	42
Construction	7
Total	611
Average cost at distributing point	$1.25
Total fuel consumed, tons:	
Passenger	6942
Freight	17881
Switching	495
Construction	550
Total	25868
Miles run:	
Passenger	229741
Freight	352738
Switching	36553
Construction	14513
Total	633545
Average pounds consumed per mile:	
Passenger	60.87
Freight	101.38
Switching	27.08
Construction	75.79
Total	81.66

ACCIDENTS TO PERSONS—STATE OF NEBRASKA.

Not passengers, trespassing, injured:	
At stations	1
Not passengers, not trespassing, injured:	
At stations	1
Total injured	2

CHARACTERISTICS OF ROAD.

BRIDGES, TRESTLES, ETC.

Bridges—Iron:	
Number	7
Aggregate length	1935 ft.
Minimum length	30 ft.
Maximum length	1338 ft.
Bridges—Wooden:	
Number	5
Aggregate length	297 ft. 6 in.
Minimum length	21 ft. 6 in.
Maximum length	70 ft.
Trestles:	
Number	327
Aggregate length	16287 ft. 6 in.
Minimum length	8 ft.
Maximum length	804 ft.

OVERHEAD HIGHWAY CROSSINGS.

Bridges:	
Number	1
Height of lowest above surface of rail	18 ft. 6 in.

Gauge of track, 4 feet 8½ inches; 251.6 miles.

TELEGRAPH.

A. OWNED BY COMPANY MAKING THIS REPORT:

Miles of wire..... 502

B. OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Owned and operated jointly with the Western Union Telegraph Co.:

Miles of line..... 251

Miles of wire..... 251

ANNUAL REPORT

OF THE

KANSAS CITY & OMAHA RAILROAD

FOR THE YEAR ENDING JUNE 30, 1895.

HISTORY.

1. Name of common carrier making this report? Receivers of Kansas City & Omaha Railroad Company.

2. Date of organization? July 23, 1886.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Nebraska.

4. What carrier operates the road of this company? This company makes an operating report.

ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Oliver Ames, 2d, Boston, Mass., May 7, 1895.
Edwin F. Atkins, Boston, Mass., May 7, 1895.
J. H. Benedict, New York, May 7, 1895.
S. H. H. Clark, Omaha, Neb., May 7, 1895.
F. Gorden Dexter, Boston, Mass., May 7, 1895.
George J. Gould, New York, May 7, 1895.

William Strauss, New York, May 7, 1895.

Total number of stockholders at date of last election? 62.

Date of last meeting of stockholders for election of directors? May 2, 1893.

Give post-office address of general office? Boston, Mass.

Give post-office address of operating office? St. Joseph, Mo.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, Alex. Millar; title, assistant comptroller; address, Boston, Mass.

OFFICERS.

TITLE, NAME, AND LOCATION OF OFFICE.

Chairman of the Board—F. Gorden Dexter, Boston, Mass.

President—S. H. H. Clark, Omaha, Neb.

First Vice President—Edwin F. Atkins, Boston, Mass.

Second Vice President—Oliver W. Mink, Boston, Mass.

Secretary—Alex Millar, Boston, Mass.

Treasurer—James G. Harris, Boston, Mass.

General Solicitor—John M. Thurston, Omaha, Neb.

General Counsel—J. F. Dillon, New York.

General Attorney—M. A. Reed, St. Joseph, Mo.

Comptroller—Oliver W. Mink, Boston, Mass.

Assistant Comptroller—Alex. Millar (for the receivers), Boston, Mass.

Auditor—J. G. Drew, St. Joseph, Mo.

General Manager—W. P. Robinson, Jr., St. Joseph, Mo.

Superintendent—A. M. Morey, St. Joseph, Mo.

General Freight Agent—S. M. Adsit, St. Joseph, Mo.

General Passenger Agent—S. M. Adsit, St. Joseph, Mo.

Receivers—S. H. H. Clark, Omaha, Neb.; Oliver W. Mink, Boston, Mass.; E. Ellery Anderson, New York; John W. Doane, Chicago, Ill.; Frederic R. Coudert, New York.

PROPERTY OPERATED—STATE OF NEBRASKA.

1. Railroad line represented by capital stock.

Kansas City & Omaha railroad:	Miles.
From Stromsburg, Neb., to Fairfield, Neb	64.35
From Alma Junction, Neb., to Olney, Neb	85.66
From McCool Junction, Neb., to K. C. & O. Junction, Neb	43.67
Total	198.68

CAPITAL STOCK.

Common:	
Number of shares authorized	60000
Par value of shares	$100 00
Total par value authorized	6000000 00
Total amount issued and outstanding	4410000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

First mortgage bonds, issued January 1, 1887, due January 1, 1927:	
Amount of authorized issue	$2940000 00
Amount issued	2713000 00
Amount outstanding	2713000 00
Cash realized on amount issued—Bonds issued in payment for part of construction and equipment.	
Interest, 5 per cent; payable January and July; accrued during year	135650 00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Due from solvent companies and individuals	$670875 35
Total—Cash and current assets	$670875 35
Balance—Current liabilities	86838 76
Total	$757714 11

Current Liabilities Accrued to and Including June 30, 1895.

Audited vouchers and accounts	$31552 14
Matured interest coupons unpaid	651625 00
Due to receivers, Kansas City & Omaha Railroad	74536 97
Total—Current liabilities	$757714 11

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account capital stock:	
Total amount outstanding	$4410000 00
Apportionment to railroads	4410000 00
Miles of road	193.68
Amount per mile of line	$22769 52
Account bonds:	
Total amount outstanding	$2713000 00
Apportionment to railroads	2713000 00
Miles of road	193.68
Amount per mile of line	$14007 64
Account current liabilities:	
Total amount outstanding	$757714 11
Apportionment to railroads	757714 11
Miles of road	193.68
Amount per mile of line	$3912 20

Total:

Amount outstanding	$7880714 11
Apportionment to railroads	7880714 11
Miles of road	193.68
Amount per mile of line	$40689 36

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Kansas City & Omaha Railroad Company:

Capital stock	$4410000 00
Funded debt	2713000 00
Current liabilities	757714 11
Total	7880714 11
Miles of road	193.68
Amount per mile of line	$40689 36

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

CONSTRUCTION.

Total cost to June 30, 1895	$6798817 00
Cost per mile	35103 35

EQUIPMENT.

Total cost to June 30, 1895:

Locomotives	$90000 00
Freight cars	196063 00
Other cars of all classes	960 00
Total equipment	$324183 00

Cost per mile:	
Locomotives	$464 69
Passenger cars	191 86
Freight cars	1012 30
Other cars of all classes	4 96
Total equipment	$1673 81
Grand total cost construction, equipment, etc.:	
Total cost to June 30, 1894	$7123000 00
Total cost to June 30, 1895	7123000 00
Cost per mile	36777 16

INCOME ACCOUNT.

Gross earnings from operation	$78278 96
Less operating expenses	114760 51
Deficit	$36481 55
Miscellaneous income—less expenses	$160924 36
Income from other sources	$160924 36
Total income	$124442 81
Deductions from income:	
Interest on funded debt accrued	$135650 00
Taxes	630 90
Other deductions	*125 54
Total deductions from income	$136155 36
Deficit	$11712 55
Deficit from operations of year ending June 30, 1895,	$11712 55
Deficit on June 30, 1894	75126 21
Deficit on June 30, 1895	$86838 76

* Credit to corporate expenses.

EARNINGS FROM OPERATION—STATE OF NEBRASKA.

Passenger:	
Passenger revenue—Total receipts	$11688 78
Deductions, account of repayments, etc.:	
Tickets redeemed	$3 43
Excess fares refunded	10 80
Total deductions	$14 23
Actual earnings:	
Total passenger revenue	$11674 55
Mail	9408 65
Express	1330 87
Extra baggage and storage	419 55
Total passenger earnings	$22833 62
Freight:	
Freight revenue—Total receipts	37689 46
Deductions, account of repayments, etc.:	
Overcharge to shippers and other repayments	259 20
Actual earnings:	
Total freight revenue	$37430 26
Total passenger and freight earnings	$60263 88
Other earnings from operation:	
Car mileage	$11916 94
Telegraph companies	817 24
Rents not otherwise provided for	5272 75
Other sources	8 15
Total other earnings	$18015 08
Total gross earnings from operation—Nebraska	$78278 96

MISCELLANEOUS INCOME.

Union Pacific Railway Company and St. Joseph & Grand Island R. R. Co. (guaranty year 1894).....	*$160924 36

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway.....	$15003 05
Renewals of ties.....	5729 81
Repairs and renewals of bridges and culverts.....	10657 01
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	503 84
Repairs and renewals of buildings and fixtures ...	1301 67
Repairs and renewals of telegraph.....	130 74
Stationery and printing.....	26 08
Total	$33352 20
Maintenance of equipment:	
Superintendence	$745 99
Repairs and renewals of locomotives.....	10082 44
Repairs and renewals of passenger cars.....	2551 80
Repairs and renewals of freight cars.....	2041 27
Repairs and renewals of work cars.....	355 33
Repairs and renewals of shop machinery and tools,	455 30
Stationery and printing	35 20
Other expenses	485 06
Total	$16752 41
Conducting transportation:	
Superintendence	$1568 09
Engine and roundhouse men.....	11185 30
Fuel for locomotives.....	15429 30

*This amount is taken up on the books of this company as due to it under the contract dated January 1, 1887, but has not in fact been paid to it.

Water supply for locomotives	$2308 78
Oil, tallow, and waste for locomotives	467 43
Other supplies for locomotives	371 36
Train service	6744 35
Train supplies and expenses	1072 88
Telegraph expenses	5838 18
Station service	8101 99
Station supplies	772 87
Switching charges—balance	169 25
Loss and damage	182 43
Injuries to persons	1 00
Advertising	215 10
Outside agencies	563 44
Commissions	146 67
Rents for tracks, yards, and terminals	715 68
Rents of buildings and other property	1846 12
Stationery and printing	720 95
Total	$58421 17

General expenses:

Salaries of general officers	$1207 50
Salaries of clerks and attendants	1596 43
General office expenses and supplies	186 55
Insurance	2067 00
Law expenses	552 05
Stationery and printing (general offices)	94 49
Other expenses	530 71
Total	$6234 73

Recapitulation of expenses:

Maintenance of way and structures	$33352 20
Maintenance of equipment	16752 41
Conducting transportation	58421 17
General expenses	6234 73
Grand total	$114760 51

Percentage of expenses to earnings, Nebraska, 146.60.

RENTALS PAID.

RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

Union Pacific Railway Company, using terminals at Stromsburg, Neb.	$715 68

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

June 30, 1894, total:	
Cost of road	$7123000 00
Cash and current assets	509950 99
Profit and loss	75126 21
Grand total	7708077 20
June 30, 1895, total:	
Cost of road	6798817 00
Cost of equipment	324183 00
Cash and current assets	670875 35
Profit and loss	86838 76
Grand total	7880714 11
Year ending June 30, 1895, increase:	
Cost of equipment	324183 00
Cash and current assets	160924 36
Profit and loss	11712 55
Grand total	172636 91
Year ending June 30, 1895, decrease:	
Cost of road	324183 00

COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.

June 30, 1894, total:	
Capital stock	$4410000 00
Funded debt	2713000 00
Current liabilities	585077 20
Grand total	7708077 20
June 30, 1895, total:	
Capital stock	4410000 00
Funded debt	2713000 00
Current liabilities	757714 11
Grand total	7880714 11
Year ending June 30, 1895, increase:	
Current liabilities	172636 91

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

1. Express companies.

Pacific Express Company. Contract dated May 1, 1886.

2. Mails.

Compensation fixed by United States post-office department.

3. Other railroad companies.

* Contract dated January 1, 1887, with the Union Pacific Railway Company and the St. Joseph & Grand Island Railroad Company for interchange of traffic.

4. Other contracts.

It is impossible to furnish a concise statement of all existing contracts, etc. A brief reference has, however, been made.

5. Telegraph companies.

Western Union Telegraph Company.

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* This contract has been renounced by the receiver, pursuant to the order of Judge Sanborn (No. 139), filed November 19, 1894.

SECURITY FOR FUNDED DEBT.

First mortgage bonds:	Miles.
From Stromsburg, Neb., to Fairfield, Neb	64.35
From Alma Junction to Alma, Neb	85.66
From McCool Junction, Neb., to K. C. & O. Junction, Neb	43.67

Amount of mortgage per mile of line, $15000.

Equipment mortgaged—All.

Income mortgaged—All.

EMPLOYEES AND SALARIES—STATE OF NEBRASKA.

Class.	Number.	Total yearly compensation.	Average daily compensation.
General officers	10	$1207 50	$0 33
Other officers	3	826 50	79
General office clerks	51	2401 47	19
Station agents	18	11568 50	1 81
Other station men	2	775 70	1 86
Enginemen	4	5586 20	4 31
Firemen	4	3310 20	2 54
Conductors	4	4320 60	3 34
Other trainmen	5	3188 85	2 22
Carpenters	7	4319 75	2 31
Other shopmen	3	1976 45	2 23
Section foremen	16	9588 05	1 64
Other trackmen	24	4205 05	1 20
Telegraph operators and dispatchers	2	1387 09	1 82
All other employees and laborers	28	8147 43	1 02
Distribution of above:			
General administration	72	5262 10	22
Maintenance of way and structures	52	20564 75	1 58
Maintenance of equipment	3	1976 45	2 23
Conducting transportation	54	35042 04	2 05
Total (including "general officers")—Nebraska	181	$62845 34	$1 14
Less "general officers"	10	1207 50	33
Total (excluding "general officers")—Nebraska	171	$61637 84	$1 20

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF NEBRASKA.

Passenger traffic:

Number of passengers carried earning revenue, 21866.
Number of passengers carried one mile, 417051.
Number of passengers carried one mile per mile of road, 2153.
Average distance carried, 19.07 miles.
Total passenger revenue, $11674.55.
Average amount received from each passenger, $0.53391.
Average receipts per passenger per mile, $0.02799.
Total passenger earnings, $22833.62.
Passenger earnings per mile of road, $117.89354.
Passenger earnings per train mile, $0.71583.

Freight traffic:

Number of tons carried of freight earning revenue, 55640.
Number of tons carried one mile, 2400020.
Number of tons carried one mile per mile of road, 12392.
Average distance haul of one ton, 43.13 miles.
Total freight revenue, $37430.26.
Average amount received for each ton of freight, $0.67272.
Average receipts per ton per mile, $0.01560.
Total freight earnings, $37430.29.
Freight earnings per mile of road, $193.25826.
Freight earnings per train mile, $0.39114.

Passenger and freight:

Passenger and freight revenue, $49104.81.
Passenger and freight revenue per mile of road, $253.53578.
Passenger and freight earnings, $60263.88.
Passenger and freight earnings per mile of road, $311.15180.
Gross earnings from operation, $78278.96.
Gross earnings from operation per mile of road, $404.16646.
Gross earnings from operation per train mile, $0.61350.
Operating expenses, $114760.51.
Operating expenses per mile of road, $592.52638.
Operating expenses per train mile, $0.8942.
Income from operation (deficit), $36481.55.
Income from operation per mile of road (deficit), $188.35992.

Train mileage:

Miles run by mixed trains, 127594.
Total mileage trains earning revenue, 127594.
Miles run by switching trains, 8296.
Miles run by construction and other trains, 5531.
Grand total train mileage, 141421.
Mileage of loaded freight cars—north or east, 147627.
Mileage of loaded freight cars—south or west, 190558.
Mileage of empty freight cars—north or east, 106583.
Mileage of empty freight cars—south or west, 40816.
Average number of freight cars in train, 3.8.
Average number of loaded cars in train, 2.6.
Average number of empty cars in train, 1.2.
Average number of tons of freight in train, 18.8.
Average number of tons of freight in each loaded car, 7.1.

FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA.

Commodity.		Freight Originating on this Road—Whole Tons.	Freight Received from Connecting Roads and Other Carriers—Whole Tons.	Total Freight Tonnage.	
				Whole Tons.	Per Cent.
Products of agriculture.	Grain	2653	10443	13096	23.54
	Flour	448	183	631	1.13
	Other mill products	15	85	100	.18
	Hay	114	3125	3239	5.82
	Fruits and vegetables	616	1794	2410	4.33
Products of animals.	Live stock	7638	45	7683	13.82
	Poultry, game, and fish	168	7	175	.32
	Hides and leather	2	.....	2	.....
Products of mines.	Anthracite coal	.....	646	646	1.16
	Bituminous coal	32	14267	14299	25.70
	Stone, sand, and other like articles	2707	531	3238	5.82
	Salt	1	488	489	.87
Products of forests—Lumber		128	1433	1561	2.82
Manufactures.	Petroleum and other oils	1	69	70	.12
	Sugar	517	22	539	.97
	Other castings, machinery	.....	40	40	.07
	Cement, brick, and lime	31	594	625	1.12
	Agricultural implements	2	40	42	.07
	Wagons, carriages, tools, etc.	.....	17	17	.03
	Wines, liquors, and beers	8	310	318	.57
	Household goods, furniture	860	223	1083	1.95
Merchandise		.....	28	28	.05
Miscellaneous: Other commodities not mentioned above		2295	3014	5309	9.54
Total tonnage—Nebraska		18236	37404	55640	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
		Number.	Name.	Number.	Name.
Locomotives—Owned:					
Freight	10	10	.....	.....	
Cars—Owned:					
First-class cars	4	4	Westinghouse	4	Miller.
Combination cars	4	4	Westinghouse	4	Miller.
Total	8	8	Westinghouse	8	Miller.
In freight service—					
Box cars	297	297	Westinghouse	.....	
Stock cars	46	.....	.....	.....	
Total	343	297	Westinghouse	.....	
In company's service—					
Caboose cars	6	.....	.....	.....	
Other road cars	1	.....	.....	.....	
Total cars in service	358	.....	.....	.....	

MILEAGE.

A. MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:	
Line represented by capital stock, main line	193.68
Total mileage operated	193.68
Rails, steel	193.68
Miles of yard track and sidings:	
Line represented by capital stock, main line	12.29
Total mileage operated	12.29
Rails, steel	* 12.29
Total mileage operated (all tracks):	
Line represented by capital stock, main line	205.97
Total mileage operated	205.97
Rails, steel	205.97

B. MILEAGE OF LINE OWNED AND OPERATED BY STATES AND TERRITORIES (SINGLE TRACK).

State of Nebraska:	
Line represented by capital stock, main line	193.68
Total mileage operated	193.68
Rails, steel	193.68
Total mileage operated (single track):	
Line represented by capital stock, main line	193.68
Total mileage operated	193.68
Rails, steel	193.68

RENEWALS OF RAILS AND TIES—STATE OF NEBRASKA.

NEW TIES LAID DURING YEAR.

White oak:	
Number	9619
Average price at distributing point	$0.5572

* No separate record has been kept of this steel and iron rails for yard tracks and sidings.

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

Coal, tons, bituminous:	
Passenger	1088
Freight	3263
Switching	265
Construction	144
Total	4760
Average cost at distributing point	$3.22
Wood, cords, soft:	
Passenger	36½
Freight	109½
Switching	8
Construction	3
Total	157
Average cost at distributing point	$1.23
Total fuel consumed, tons:	
Passenger	1112
Freight	3336
Switching	270
Construction	146
Total	4864
Average cost at distributing point	$3.19
Miles run:	
Passenger	31898
Freight	95696
Switching	8296
Construction	5531
Total	141421

Average pounds consumed per mile:

Passenger	69.72
Freight	69.72
Switching	65.09
Construction	52.79
Total	68.79

ACCIDENTS TO PERSONS—STATE OF NEBRASKA.

Employees, trainmen, injured:

Coupling and uncoupling	1
At stations	1
Total	2

CHARACTERISTICS OF ROAD—STATE OF NEBRASKA.

BRIDGES, TRESTLES.

Trestles:

Number	153
Aggregate length, feet	10640
Minimum length, feet	8
Maximum length, feet	320

OVERHEAD HIGHWAY CROSSINGS.

Bridges:

Number	2
Height of lowest above surface of rail, feet	27

OVERHEAD RAILWAY CROSSINGS.

Bridges:

Number	1
Height of lowest above surface of rail, feet	19

Gauge of track, 4 feet 8½ inches; 193.68 miles.

TELEGRAPH.

Owned and operated jointly with the Western Union Telegraph Co.:

Miles of line	193.68
Miles of wire	193.68

ANNUAL REPORT

OF THE

SIOUX CITY, O'NEILL & WESTERN RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1895.

HISTORY.

1. Name of common carrier making this report? Sioux City, O'Neill & Western Railway Company, F. C. Hills, receiver.

2. Date of organization? October 27, 1891.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Nebraska. Chapter 9, Consolidated Statutes of Nebraska, 1888, subdivision "Railroads, Incorporation."

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. The Sioux City, O'Neill & Western Railway Company is the successor of the Nebraska & Western Railway Company; that is to say, the Nebraska & Western Railway Company, a Nebraska corporation, formerly owned the railroad, and under foreclosure proceedings the same was sold, and the Sioux City, O'Neill & Western Railway Company purchased the same.

7. What carrier operates the road of this company? The Sioux City, O'Neill & Western Railway Company.

ORGANIZATION.

NAMES OF DIRECTORS, POST-OFFICE ADDRESS, AND DATE OF EXPIRATION OF TERM.

Jos. C. Head, Latrobe, Pa., May 13, 1896.
John Ellis, Kewaunee, Wis., May 13, 1896.
D. L. Plummer, Wausau, Wis., May 13, 1896.
E. H. Hubbard, Sioux City, Iowa, May 13, 1896.
T. A. Stoddart, St. Louis, Mo., May 13, 1896.
Wm. Reynolds, Marblehead, Mass., May 13, 1896.
F. L. Eaton, Nashua, N. H., May 13, 1896.

Total number of stockholders at date of last election? 7.

Date of last meeting of stockholders for election of directors? May 14, 1895.

Give post-office address of general office? South Sioux City, Neb.

Give post-office address of operating office? Sioux City, Iowa.

Give name and address of officer to whom correspondence regarding this report should be addressed? Name, George Hills; title, auditor, for receiver; address, Sioux City, Iowa.

OFFICERS.

TITLE, NAME, AND LOCATION OF OFFICE.

Receiver—F. C. Hills, Sioux City, Iowa.
President—Jos. C. Head, Latrobe, Pa.
First Vice President—Jno. Ellis, Kewaunee, Wis.
Secretary-Treasurer—George Walker Oakley, Sioux City, Iowa.
General Solicitor, Attorney, or General Counsel—Wright, Hubbard & Bevington, Sioux City, Iowa.
Auditor, for Receiver—George Hills, Sioux City, Iowa.
Superintendent of Telegraph—F. W. Ackley, Sioux City, Iowa.
General Freight Agent—W. B. McNider, Sioux City, Iowa.
General Passenger Agent—W. B. McNider, Sioux City, Iowa.
General Ticket Agent—W. B. McNider, Sioux City, Iowa.

Land Commissioner—F. A. Seaman, Sioux City, Iowa.
Surgeon—J. N. Warren, Sioux City, Iowa.

The president, vice president, secretary, and treasurer were elected by the board of directors May 14, 1895.

On November 1, 1893, pursuant to an order of the circuit court of the United States for the district of Nebraska, F. C. Hills was appointed receiver, to manage and operate the same until further order of the court. The receiver performs the duties of general manager.

PROPERTY OPERATED—STATE OF NEBRASKA.

1. Railroad line represented by capital stock—Main line.

No. 1. The Sioux City, O'Neill & Western Railway Company:

From Covington, Neb., to O'Neill, Neb., miles..... 129.16

CAPITAL STOCK.

Common

Number of shares authorized	36000
Par value of shares	$100 00
Total par value authorized	3600000 00
Total amount issued and outstanding	3600000 00

MANNER OF PAYMENT FOR CAPITAL STOCK.

Issued for cash—Common:	
Total number shares issued and outstanding.....	7
Total cash realized	$700 00
Issued for road and equipment:	
Total number shares issued and outstanding.....	35993
Total:	
Total number shares issued and outstanding.....	36000
Total cash realized	$700 00

FUNDED DEBT.

First mortgage, issued December 9, 1891, due October 1, 1921:	
Amount of authorized issue	$2340000 00
Amount issued	2340000 00
Amount outstanding	2340000 00
Interest, 5 per cent; payable April and October; accrued during year	117000 00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.

Cash	$233 89
Due from agents	6058 96
Due from solvent companies and individuals	76095 09
Total—Cash and current assets	$82387 94
Balance—Current liabilities	301437 00
Total	$383824 94

Material and supplies on hand, $11925.81.

Current Liabilities Accrued to and Including June 30, 1895.

Audited vouchers and accounts	$54299 36
Wages and salaries	4484 37
Net traffic balances due to other companies	1864 27
Matured interest coupons unpaid (including coupons due July 1)	321750 00
Miscellaneous	1426 94
Total	$383824 94

RECAPITULATION.

MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Sioux City, O'Neill & Western Railway Co.:	
Capital stock	$3600000 00
Funded debt	2340000 00
Current liabilities	383824 94
Total	6323824 94
Miles of road	129.16
Amount per mile of line	$48961 17

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Expenditures during year, not included in operating expenses, charged to construction or equipment:	
Right of way	$57 40
Fences	420 04
Sidings and yard extensions	1096 93
Total construction	$1574 37
Total cost to June 30, 1894	5961550 29
Total cost to June 30, 1895	5963124 66
Cost per mile	46168 51

INCOME ACCOUNT.

Gross earnings from operations	$87513 65
Less operating expenses	108175 31
Deficit	$20661 66
Miscellaneous income, less expenses	58 09
Deficit	$20603 57
Deductions from income:	
Interest on funded debt accrued	$117000 00
Taxes	11629 43
Total deductions	$128629 43
Deficit	$149233 00
Deficit from operations of year ending June 30, 1895,	$149233 00
Deficit to June 30, 1894	117153 53
Deficit on June 30, 1895	$266386 53

EARNINGS FROM OPERATION—STATE OF NEBRASKA.

Passenger:	
Passenger revenue—Total receipts	$21219 14
Deductions, account of repayments, etc.:	
Tickets redeemed	33 81
Actual earnings:	
Total passenger revenue	$21185 33
Mail	9830 85
Express	1221 24
Extra baggage and storage	384 89
Other items	$11436 98
Total passenger earnings	$32622 31

Freight:	
Freight revenue—Total receipts	$55487 53
Deductions, account of repayments, etc.:	
Overcharge to shippers	$907 53
Other repayments	87 71
Total deductions	$995 24
Actual earnings:	
Total freight revenue	$54492 29
Total passenger and freight earnings	$87114 60
Other earnings from operation:	
Car mileage, balance	380 30
Other sources	18 75
Total gross earnings from operation—entire line	$87513 65

MISCELLANEOUS INCOME.

Rent of elevators:	
Gross income	$208 81
Less expenses	150 72
Net miscellaneous income	$58 09

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway	$16747 67
Renewals of rails	437 12
Renewals of ties	702 50
Repairs and renewals of bridges and culverts	590 35
Repairs and renewals of fences, road crossings, signs, and cattle guards	606 96
Repairs and renewals of buildings and fixtures	1035 46
Repairs and renewals of telegraph	285 95
Stationery and printing	14 42
Total	$20420 43
Maintenance of equipment:	
Repairs and renewals of locomotives	$4235 79
Repairs and renewals of passenger cars	1314 33
Repairs and renewals of freight cars	1493 79
Stationery and printing	51 73
Other expenses	602 92
Total	$7698 56
Conducting transportation:	
Superintendence	$4066 85
Engine and roundhouse men	9229 27
Fuel for locomotives	16855 09
Water supply for locomotives	250 64
Oil, tallow, and waste for locomotives	516 04
Other supplies for locomotives	84 25
Train service	4784 40
Train supplies and expenses	1556 70
Switchmen, flagmen, and watchmen	112 50
Telegraph expenses	2869 64
Station service	9940 16
Station supplies	1718 98
Switching charges—balance	1571 00
Hire of equipment	2262 00

Loss and damage	$1231 41
Injuries to persons	306 00
Clearing wrecks	23 12
Advertising	100 18
Outside agencies	884 89
Commissions	2 50
Rents for tracks, yards, and terminals	3000 00
Rents of buildings and other property	986 00
Stationery and printing	1248 58
Other expenses	22 23
Total	$63622 43

General expenses:

Salaries of general officers	$7275 00
Salaries of clerks and attendants	3451 70
General office expenses and supplies	237 85
Insurance	1688 52
Law expenses	3252 15
Stationery and printing (general offices)	323 32
Other expenses	205 35
Total	$16433 89

Recapitulation of expenses:

Maintenance of way and structures	$20420 43
Maintenance of equipment	7698 56
Conducting transportation	63622 43
General expenses	16433 89
Grand total	$108175 31

Percentage of expenses to earnings, entire line, 123.61.

RENTALS.

RENTS PAID FOR LEASE OF TRACKS, YARDS, AND TERMINALS.

Sioux City Terminal Railway & Warehouse Company, using Union Passenger Station at Sioux City, Iowa....$3000 00

This rent was fixed at $250 per month, commencing November 11, 893.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.

June 30, 1894:	
Cost of road and equipment	$5961550 29
Cash and current assets	106494 10
Other assets, materials and supplies	15265 65
Profit and loss	117153 53
Grand total	6200463 57
June 30, 1895:	
Cost of road and equipment	5963124 66
Cash and current assets	82387 94
Other assets, materials and supplies	11925 81
Profit and loss	266386 53
Grand total	6323824 94
Year ending June 30, 1895, increase:	
Cost of road and equipment	1574 37
Profit and loss	149233 00
Grand total	150807 37
Year ending June 30, 1895, decrease:	
Cash and current assets	24106 16
Other assets, materials and supplies	3339 84
Grand total	27446 00

LIABILITIES.

June 30, 1894:	
Capital stock	$3600000 00
Funded debt	2340000 00
Current liabilities	260463 57
Grand total	6200463 57
June 30, 1895:	
Capital stock	3600000 00
Funded debt	2340000 00
Current liabilities	383824 94
Grand total	6323824 94
Year ending June 30, 1895, increase:	
Current liabilities	123361 37
Grand total	123361 37

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF NEBRASKA.

1. Express companies.

The express business on this road is done by the American Express Company, they paying the following rates on actual weights: Local merchandise, one and one-half first class freight rates per 100 pounds; foreign merchandise, one and one-tenth first class freight rates per 100 pounds; on produce, consisting of butter, eggs, live poultry, game, etc., first class freight rates per 100 pounds.

2. Mails.

Compensation for carrying mails on route 157062 between Sioux City and O'Neill, Neb., until otherwise ordered, based at $9830.85 per annum.

3. Cars.

Cars of all transportation companies are allowed to run over this line, freight paying regular tariff rates and receiving the usual regular car mileage.

4. Other railroad companies.

The usual traffic arrangements with connecting lines exchange traffic, contract with the Great Northern Railway Line.

5. Telegraph companies.

Western Union Telegraph Company owns and operates line on this road, furnishing instruments, material, and supplies. Lines are also used by the railway company for transmission of its own business messages.

SECURITY FOR FUNDED DEBT.

First mortgage:

From Covington to O'Neill, Neb., miles 129.16

Amount of mortgage per mile of line, $18117.06.

Equipment mortgaged—All.

EMPLOYEES AND SALARIES—STATE OF NEBRASKA.

Class.	Number.	Total yearly compensation.	Average daily compensation.
General officers	5	$8675 00	$7 94
Other officers	4	2460 00	3 87
General office clerks	9	4966 05	2 32
Station agents	16	6117 64	1 44
Other station men	12	3062 65	1 34
Enginemen	4	4842 90	3 70
Firemen	4	2879 60	2 20
Conductors	2	2437 00	3 29
Other trainmen	4	2381 05	1 69
Carpenters	5	1038 05	2 24
Section foremen	17	8217 50	1 50
Other trackmen	22	7019 45	1 26
Switchmen, flagmen, and watchmen	1	135 00	1 73
Telegraph operators and dispatchers	6	2739 26	1 56
All other employees and laborers	8	3175 10	1 75
Distribution of above:			
General administration	8	11001 70	4 80
Maintenance of way and structures	54	20676 91	1 49
Maintenance of equipment	2	1237 45	1 82
Conducting transportation	55	27230 19	2 01
Total (including "general officers")	119	$60146 25	$1 98
Total (excluding "general officers")	114	$51471 25	$1 76

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF NEBRASKA.

Passenger traffic:

Number of passengers carried earning revenue, 19206.
Number of passengers carried one mile, 780501.
Number of passengers carried one mile per mile of road, 6043.
Average distance carried, 40.64 miles.
Total passenger revenue, $21185.33.
Average amount received from each passenger, $1.1006.
Average receipts per passenger per mile, $0.02714.
Total passenger earnings, $32622.31.
Passenger earnings per mile of road, $252.57286.
Passenger earnings per train mile, $0.39603.

Freight traffic:

Number of tons carried of freight earning revenue, 31757.
Number of tons carried one mile, 1866924.
Number of tons carried one mile per mile of road, 14454.35.
Average distance haul of one ton, 58.79 miles.
Total freight revenue, $54492.29.
Average amount received for each ton of freight, $1.71591.
Average receipts per ton per mile, $0.02919.
Total freight earnings, $54492.29.
Freight earnings per mile of road, $421.89757.
Freight earnings per train mile, $1.12615.

Passenger and freight:

Passenger and freight revenue, $75677.62.
Passenger and freight revenue per mile of road, $585.92149.
Passenger and freight earnings, $87114.60.
Passenger and freight earnings per mile of road, $674.47042.
Gross earnings from operation, $87513.65.
Gross earnings from operation per mile of road, $677.56000
Gross earnings from operation per train mile, $0.66926.
Operating expenses, $108175.31.
Operating expenses per mile of road, $837.52949.
Operating expenses per train mile, $0.82727.

Train mileage:

Miles run by passenger trains, 82374.
Miles run by freight trains, 48388.
Total mileage trains earning revenue, 130762.
Miles run by construction and other trains, 540.
Grand total train mileage, 131302.
Mileage of loaded freight cars—north or east, 125041.
Mileage of loaded freight cars—south or west, 161047.
Mileage of empty freight cars—north or east, 76838.
Mileage of empty freight cars—south or west, 47733.
Average number of freight cars in train, 8.48.
Average number of loaded cars in train, 5.91.
Average number of empty cars in train, 2.57.
Average number of tons of freight in train, 84.69.
Average number of tons of freight in each loaded car, 14.33.

FREIGHT TRAFFIC MOVEMENT—STATE OF NEBRASKA.

COMPANY'S MATERIAL EXCLUDED.

Commodity.		Freight Originating on this Road—Whole Tons.	Freight Received from Connecting Roads and Other Carriers—Whole Tons.	Total Freight Tonnage.	
				Whole Tons.	Per Cent.
Products of agriculture.	Grain	4151	.....	4151	13.07
	Flour	365	24	389	1.23
	Other mill products	393	12	405	1.28
	Hay	466	.....	466	1.47
	Fruit and vegetables	71	.....	71	.22
Products of animals.	Live stock	7209	63	7272	22.90
	Other packing-house products	16	.....	16	.05
	Poultry, game, and fish	4	.....	4	.01
	Wool	5	.....	5	.01
	Hides and leather	22	.....	22	.06
Products of mines.	Anthracite coal	254	590	844	2.66
	Bituminous coal	2148	7888	10036	31.60
	Stone, sand, and other like articles	593	.....	593	1.87
Products of forest—lumber		280	1953	2233	7.03
Manufactures.	Petroleum and other oils	59	.....	59	.19
	Sugar	63	.....	63	.20
	Other castings, machinery	31	14	45	.14
	Cement, brick, and lime	731	75	806	2.54
	Agricultural implements	62	114	176	.55
	Wines, liquors, and beers	126	184	310	.98
	Household goods, furniture,	63	7	70	.22
Merchandise		1895	146	2041	6.43
Miscellaneous: Other commodities not mentioned above		1198	482	1680	5.29
Total tonnage—entire line		20205	11552	31757	100.00

DESCRIPTION OF EQUIPMENT.

Item.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
		Number.	Name.	Number.	Name.
Locomotives—Owned:					
Passenger	1	1	Westinghouse	.....	
Freight	5	1	Westinghouse	.....	
Total locomotives in service	6	2	Westinghouse	.....	
Cars—Owned and leased:					
In passenger service—					
First-class cars	4	4	Westinghouse	4	Miller.
Combination cars	2	2	Westinghouse	2	Miller.
Total	6	6	Westinghouse	6	Miller.
In freight service—					
Box cars	250	.....	.....	.....	
Flat cars	100	.....	.....	.....	
Total	350	.....	.....	.....	
In company's service—					
Caboose cars	2	.....	.....	.....	
Total	2	.....	.....	.....	
Total cars in service	358	6	Westinghouse	6	Miller.

Description of equipment includes one box car and two flat cars, the bodies of which are destroyed; trucks are still on hand in good condition.

MILEAGE—STATE OF NEBRASKA.

MILEAGE OF ROAD OPERATED (ALL TRACKS).

Miles of single track:	
Line represented by capital stock, main line	129.16
Total mileage operated	129.16
Rails, steel	129.16
Miles of yard track and sidings:	
Line represented by capital stock, main line	8.63
Total mileage operated	8.63
Rails, steel	8.63
Total mileage operated:	
Line represented by capital stock, main line	137.79
Total mileage operated	137.79
Rails, steel	137.79

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.

Steel:	
Tons	$3\frac{1}{28}$
Weight per yard	60 lbs.
Average price per ton at distributing point	$35.00

NEW TIES LAID DURING YEAR.

Oak:	
Number	1425
Average price at distributing point	$0.51
Cedar:	
Number	668
Average price at distributing point	$0.39½
Second hand:	
Number	488
Average price at distributing point	$0.20
Total:	
Number	2581
Average price at distributing point	$0.4216

CONSUMPTION OF FUEL BY LOCOMOTIVES—STATE OF NEBRASKA.

Coal, tons, bituminous:	
Passenger	1633
Freight	1572½
Construction	10
Total	3215½
Average cost at distributing point	$5.1562
Wood, cords, soft:	
Passenger	46¾
Freight	37¾
Construction	¾
Total	85¼
Average cost at distributing point	$3.58
Total fuel consumed, tons:	
Passenger	1656⅜
Freight	1591⅜
Construction	10⅜
Total	3258⅛
Miles run:	
Passenger	87949
Freight	55208
Construction	585
Total	143742
Average pounds consumed per mile:	
Passenger	37.66
Freight	57.65
Construction	35.47
Total	45.33

ACCIDENTS TO PERSONS—STATE OF NEBRASKA.

Persons killed and injured: Employees, three injured.

CHARACTERISTICS OF ROAD—STATE OF NEBRASKA.

Trestles:

Number	138
Aggregate length, feet	13813429
Minimum length, feet	12
Maximum length, feet	1003.06

Gauge of track, 4 feet 8½ inches; 129.16 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Western Union Telegraph Company:

Miles of line	128
Miles of wire	128

INDEX.

INDEX.

PAGE

Ashby v. K. C. & O. R. R. Co. 18

Beatrice, City of, v. C. G. Warner et al. 35

C., B. & Q. R. R., Annual report of 67
C., R. I. & P. Ry., Annual report of 211
C., St. P., M. & O., Annual report of 104

Dakota County v. C., St. P., M. & O. R. R. Co. 12

F., E. & M. V., Annual report of 144

Hogeboom v. C., B. & Q. R. R. Co. 24
Holmesville, In re wagon road crossing 14

K. & B. H. R. R. Co., Annual report of 418
K. C. & O. R. R. Co., Annual report of 469

Mattern v. B. & M. R. R. Co. 14
Maximum rate cases 4
M. P. Ry. Co., Annual report of 247

O. & R. V. Ry. Co., Annual report of 387

P. Ry. in Neb., Annual report of 303
Prairie Home Station, In re closing of 35

Report—
- C., B. & Q. R. R. Co. 67
- C., St. P., M. & O. R. R. Co. 104
- F., E. & M. V. Ry. Co. 144
- S. C. & P. R. R. Co. 182
- C., R. I. & P. Ry. Co. 211
- M. P. Ry. Co. 247
- P. R. in Neb. 303
- U. P. Ry. Co. 321
- O. & R. V. Ry. Co. 387
- K. & B. H. Ry. Co. 418
- St. J. & G. I. R. R. Co. 439
- K. C. & O. R. R. Co. 469
- S. C., O'N. & W. Ry. 490

PAGE

Stevenson v. B. & M. R. R. Co. 11
S. C. & P. R. R. Co., Annual report of. 182
S. C., O'N. & W. Ry. Co., Annual report of. 490
St. J. & G. I. R. R. Co., Annual report of. 439

Transfer switch case. 5
Tables—
Abbreviations. 41
I. Mileage by states. 42
II. Mileage of road in Nebraska. 45
III. Income account. 46
IV. Earnings from operations (Nebraska). 48
V. Operating expenses, entire system. 49
VI. Comparative statement, earnings. 50
VII. Comparative statement, expenses. 51
VIII. Comparative statement, surplus. 52
IX. Comparative statement, assets. 54
X. Comparative statement, liabilities. 57
XI. Statistics of freight and passengers. 59
XII. Equipment. 60
XIII. Consumption of fuel. 61
XIV. Renewal of rails and ties. 62
XV. Bridges. 63
XVI. Accidents. 64

U. P. Ry. Co., Annual report of. 321

Warehouse department. 5